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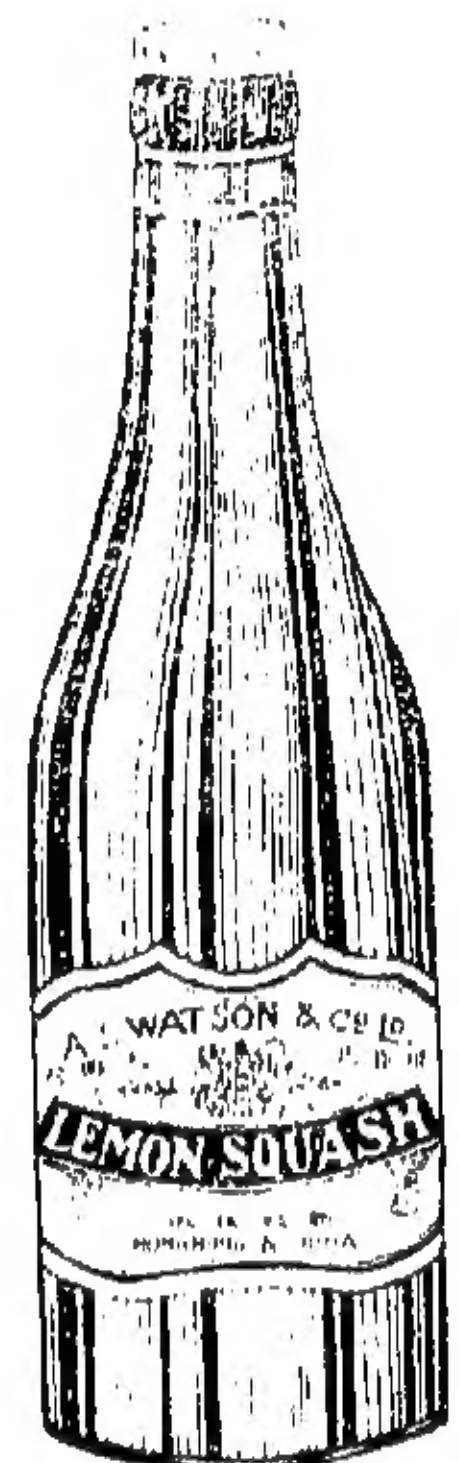
HONG KONG, SUNDAY, NOVEMBER 3, 1929.

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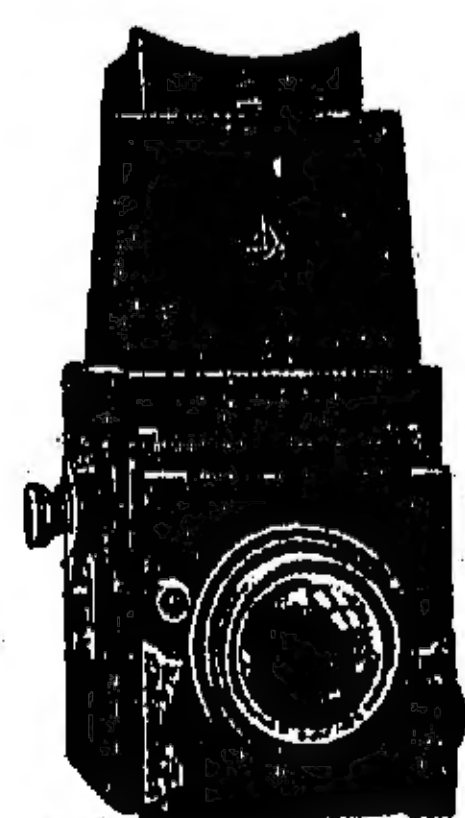
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DIOCESAN SCHOOL

SIXTIETH BIRTHDAY CELEBRATIONS

GOVERNOR'S PRAISE

Many Famous Names Associated With History

DR. KOTEWALL APPEALS FOR CHINESE HELP

Pictures of days gone by were vividly stirred up in the imagination when names famous all over China—and further afield—were mentioned yesterday, the first day of the festivities at the Diocesan Boys' School, in Kowloon.

A resume of this highly respected institution's 60 years' history was given. H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) paid it a well deserved tribute. And an "old" boy in Hon. Dr. R. H. Kotewall, C.M.G., LL.D., who is one of the Chinese members of the Legislative Council and is at present acting also as a member of the Executive Council, pointed to a number of former pupils who have brought honour to the school.

"WORK FOR WORK'S SAKE"

Humiliations which showed the outline of the stately buildings were admired from a distance in the Peninsula last night. By day the precincts and grounds formed a pretty background for the occasion.

Hundreds of parents, friends and "old" boys wended their way to the hill between Homuntin and Kowloon Tong to receive a warm welcome from the present head master, the Rev. W. T. Featherstone, M. A. (Oxon), his staff and the prefects.

The Band of the 1st Battalion the Somerset Light Infantry, under the Conductor, Mr. E. J. Woodcock, rendered pleasing selections. Refreshments were served in a shaded quadrangle prior to the assembly in the hall.

Distinguished Gathering

Among those on the platform and in the auditorium of the school hall were H. E. the Governor, Lady Clementi, M.B.E., Captain A. J. L. Whyte (Private Secretary), the Hon. Mr. W. T. Southern, C.M.G. (Colonial Secretary), Mr. E. Ralphs (acting Director of Education), Hon. Dr. A. R. Wellington and Dr. W. B. A. Moore (Medical and Sanitary Services); the Hon. Dr. & Mrs. R. H. Kotewall, Sir Robert Ho Tung, Mr. Li Yau-tsun, C.B.E., Mr. W. L. Patterson, the Very Rev. A. Swann, D.S.C., Lieut.-Col. F. Hayley Bell, Professor L. Forster, Mr. Wong Kam-fuk, Mr. J. M. Wong, Mr. Tang Shiu-kin, Mr. Woo Hay-tong, and Mr. B. Wong Tape, also a large number of ladies.

After a hymn and prayers for the school, the teachers, and of thanks, giving for the school's 60 years' life, Mr. W. L. Patterson, the oldest member in Hong Kong of the School Committee, who presided, said:—

Your Excellency, Ladies and Gentlemen.—We are met together today to celebrate the sixtieth anniversary of the Diocesan Boys' School and Orphanage and, on behalf of the Committee, the head master, the Staff, and the boys, I wish to thank your Excellency and Lady Clementi for honouring this commemoration with your presence.

Previous Chairman
It is a matter of great interest to us to know, in looking back on the past history of the school, that from the year 1873 to 1875 your Excellency's distinguished uncle, Mr. Cecil Clementi Smith, as he then was, acted as Chairman of the School Committee and he served on that Committee from 1871 to 1878. Since those times the school has grown with the Colony and there are now 265 boys on our books, of whom 110 are domiciled as boarders in this fine building.

Although the school was originally founded in 1860 it was then solely one for Chinese girls, and it was not until 1869 that its scope was enlarged and it became the Diocesan School and Orphanage, an institution for the education of children of both sexes of European, Chinese, and Eurasian parentage. In 1890 a separate girls' school was opened and since that date the two schools have been run separately.

As the oldest member of the School Committee now in the Colony, I should like to take the opportunity of expressing our appreciation of the splendid work done by the headmaster in bringing the school up to its present state of efficiency. I feel Mr. Featherstone's work is all the more to be commended, for at times he had laboured under great disabilities—

I refer more especially to the changing over from the old school and the troublous times of three years ago when it was necessary to hand this building over to the Military Authorities for use as a hospital, and find temporary quarters.

Chinese Co-operation
Mr. Featherstone has been ably supported by a loyal and energetic staff, which has no doubt made his work easier than it might have been, and I should like to include a word of appreciation to them for all they have done.

The Hon. Dr. R. H. Kotewall, Mr. Chau Yue-teng and Mr. J. M. Wong, all of them old boys, and Mr. Wong Kam-fuk have recently joined the School Committee, and we extend to them a hearty welcome. They are the first Chinese gentlemen to serve on the Committee and with the large number of Chinese boys we have now in the school, we feel their advice will be of great value to us in some of the problems that arise.

It is perhaps worthy of note, to show the fine spirit prevailing in the school, that it is not our custom to give prizes. Our boys work for work's sake, and the fine record of the school, I feel, tells its own tale in this respect, and furthermore, is an evidence of the great value of the Diocesan Boys' School in the educational work of the Colony.

H.E. THE GOVERNOR
H.E. the Governor then addressed the gathering as follows.
Mr. Chairman, Mr. Head master, ladies and gentlemen.—This is an auspicious day in the history of the Diocesan Boys' School and Orphanage. We are met to commemorate the sixtieth anniversary of its foundation. The school has, however, a longer record even than that, for it was in 1860 that the Diocesan Native Female Training School was erected at the corner of Bonham Road and Eastern Street in Hong Kong Island with funds collected by Mrs. Smith wife of the first Bishop of Victoria. The educational progress made in the Colony since then is well illustrated by the fact that this Training School was soon in a precarious financial position, because there was not in those days a sufficient demand for Western education of Chinese girls. In January, 1869, the situation of the school was so serious that Bishop Alford, the second Bishop of Victoria, issued an appeal for funds whereby to reconstitute it. The new constitution provided that the school should be open to boys as well as girls and that, in addition to its educational work, it should be an orphanage for destitute children in Hong Kong, China, and Japan. Mr. W. M. B. Arthur and his wife were appointed master and matron of the school in July, 1870, when it contained 23 pupils.

Personal Pleasure
This second foundation was undertaken by Bishop Alford "upon the advice of leading gentlemen of the Colony and those most interested in its welfare"; and it is a great personal pleasure to me to record that one of those gentlemen was my own uncle and godfather, Sir Cecil Clementi Smith, then a cadet officer in the service of the Hong Kong Government. He was a member of the Committee of Management of this

(Continued on Page 4.)

HOME FOOTBALL

English And Scottish Leagues

YESTERDAY'S RESULTS

Arsenal Beaten At Home

(From Our Own Correspondent.)
London, Yesterday.
The following are the results of the English League and the Scottish League (First Division) matches to-day:—

ENGLISH LEAGUE

Division I.	
Arsenal	0 West Ham
Aston Villa	1 Manchester U.
Bolton	2 Sheffield U.
Burnley	3 Birmingham
Derby	4 Blackburn
Everton	5 Newcastle
Leeds	6 Grimsby
Manchester C.	3 Middlesbrough
Portsmouth	3 Liverpool
Wednesday	4 Leicester
Sunderland	1 Huddersfield
Division II.	
Bradford C.	2 Southampton
Bristol C.	2 Barnsley
Cardiff	3 West Brom.
Charlton	1 Chelsea
Hull	1 Notts Forest
Notts County	0 Blackpool
Preston N.E.	4 Bradford
Reading	0 Bury
Stoke	0 Oldham
Swansea	0 Tottenham
Wolves	1 Millwall

FINE WEATHER

To-day's weather report states:—
The anticyclone remains stationary over N. China and fresh monsoon will continue along the south-east coast and over the N. China sea.
Forecast: N.E. winds, fresh, fine.

Division III. (South)

Bournemouth	4 Torquay
Crystal Pal.	2 Brentford
Exeter	5 Swindon
Fulham	2 Coventry
Gillingham	3 Bristol R.
Luton	4 Merthyr
Northampton	1 Brighton
Northwich	1 Clapton
Queen's P.R.	0 Watford
Southend	1 Plymouth
Walsall	2 Newport

Division III. (North)

Accrington	3 Barrow
Chesterfield	3 Nelson
Darlington	5 Wrexham
Doncaster	1 Carlisle
Halifax	2 York
Lincoln	1 Southport
Hartlepool	4 Wigan
Rochdale	5 New Brighton
Rotherham	2 Stockport
South Shields	0 Port Vale
Tynemouth	1 Crewe

SCOTTISH LEAGUE

Airdrie	2 Ayr
Celtic	4 Hibernians
Dundee	0 Clyde
Hearts	6 Hamilton
Kilmarnock	4 Aberdeen
Motherwell	6 Dundee U.
Partick T.	5 Falkirk
Queen's Park	2 Morton
St. Johnstone	1 St. Mirren
Cowdenbeath v. Rangers	match postponed.

CIVIL WAR

General Attack Not Yet Launched

SCATTERED FIGHTING

Hankow, Yesterday.
Official communiques continue to claim Nationalist successes along the Lungshai, but independent sources are of opinion that the Kuomintang may voluntarily be withdrawing within its own defences.
Meanwhile scattered fighting is going on at various points southward from Loyang, but the threatened general offensive has not yet been launched.

Bandits in League
Shanghai, Yesterday.
It is reliably reported in Shanghai that a "strong party" of bandits, apparently working with the Kuomintang, have cut the telegraph and telephone wires at Kihnan, near the Honan-Hupeh border, but that loyal troops drove them back and restored communications.
It is reliably reported that other forces are marching into Chekiang via Taihu Lake. The Government forces at Chekiang will be able to oppose the invaders, who it is understood, are not many. (Reuter.)

SWIMMING

Presentation of V.R.C. Prizes

A SOCIAL EVENING

Congratulations to Winners of Championships

Prizes for the swimming open championships of the Colony were distributed at the Victoria Recreation Club last night when a social evening was held to wind up the season.

A large attendance, including many of the fair sex, was present to enjoy the dancing to the music supplied by the Lyric Orchestra.

An interval was called during which Mr. W. Logan addressed the gathering prior to handing out the trophies.

J. R. Johnstone was entitled to five prizes but he waived all except that for the harbour swim. He was given, however, a special souvenir to commemorate his annexing 2100 yards, 220 yards, 440 yards and 880 yards; he having broken the record in the last three and coming within a fifth of a second of the record for the 100 yards.

L. Roza Pereira was also presented with a special prize for conscientious training during the season and his plucky races against Johnstone in the quarter and half mile.

The prize list was as follows:—
Long plunge:—1, Chiu Keong-wah; 2, J. R. Soares.
Breast stroke:—1, Wan Kwong-tung.

100 yards free style:—1, J. R. Johnstone.
220 yards free style:—1, J. R. Johnstone (new record time).
Diving:—1, Ed. da Rosa; 2, L. Roza Pereira.

440 yards free style:—1, J. R. Johnstone (record).
Throwing the water polo ball:—1, Wong Siong-hing.
100 yards, boys:—1, John Green.
880 yards free style:—1, J. R. Johnstone (record).

100 yards, ladies:—1, Miss Maud George.
100 yards, back stroke:—Wong Siong-hing (record).
Harbour race, ladies:—1, Miss Maud George; 2, Miss Kwok Choh-ming; 3, Miss Chan Yuk-fai.

Harbour race, men:—1, J. R. Johnstone; 2, C. J. Cooke; 3, Lance Corporal Finlayson, K.O.S.B.

Mr. Logan's Speech
In addressing the gathering Mr. W. Logan said:—

We have met here to-night for the purpose of presenting the prizes to those who have won championship events open to the Colony, and also the Harbour Race prizes. I take this opportunity of thanking those ladies and gentlemen who had generously contributed to our prize fund.

Reviewing our season I should like to mention that we have held seven night fetes, all of which have been successful and much appreciated by those who attended.

Although we were fortunate in having fine weather for our fetes, we have also been fortunate in having such a hard-working Committee and Hon. Secretary who largely helped in making the night fetes the success they were. (Applause.)

Our Chinese friends came forward this year and I am pleased to see they carried off four events. The long plunge was won by Mr. Chiu Keong-wah, and I believe this is the first time the prize has been won by the Chinese. The 100 yards breast stroke was carried off by Mr. Wong Kwong-tung, and throwing the water polo ball by Mr. Wong Siong-hing, who also won the 100 yards back stroke in 71. 2/5 secs, which is a new record for our bath.

"Jimmy" Johnstone
Then we come to Mr. "Jimmy" Johnstone to whom we offer our best congratulations on his success in carrying off the Championships for the 100 yards, 220 yards, 440 yards and 880 yards; in the last three events he was successful in breaking the existing records. Of course, Mr. Johnstone is a young man and we hope he may remain long with us in the Colony to represent the V.R.C. He also won the harbour race which was a grilling contest although the time was not good owing to unforeseen currents.
Speaking of the harbour race, I should like to mention the name of Mr. C. J. Cooke who took part and came second out of 17 competitors. Mr. Cooke was not properly trained,

EXTRALITY PROBLEM

Position of the Concessions

CLEARING THE AIR

Rendition of Shanghai Would Produce Chaos

Kyoto, Yesterday.
Discussions on extrality in China were continued at the Pacific Conference to-day, including the present and future positions of the Concessions.

Some of the non-Chinese delegates maintained that the immediate rendition of Shanghai would produce chaos because, apart from the question of executive interference with the judiciary, it was held that the Chinese, owing to the lack of, inter alia, experience, would be unable immediately to assume complete administrative control of the city—a city which, considering its unique problems and diverse needs, had hitherto, it was admitted on all sides, been on the whole admirably run.

Some Chinese and foreign delegates observed that no impossible situation had been created by the rendition of the Concessions already returned to China, to which contention it was pointed out that no analogy existed between what was at stake in return for those Concessions and what was at stake in return for Shanghai.

Question Must Be Faced
It was recognised on all sides, however, that the return to China of her sovereign rights, however difficult or impossible that might be at the moment, was a question of such first class importance, sentimentally and psychologically, to the Chinese that it must be faced and that that being so, it was wise to begin thinking of how the thing could be done.

While the discussions did not produce any concrete scheme in this respect, several suggestions as to possible lines of approach were made. It was recognised that even if there was complete rendition and jurisdiction of the Chinese Courts, there would still be Chinese obligations to foreigners under international law, the exact nature of which obligations it was suggested should be referred to the League of Nations for a definition as there might be a dispute about them.

Abrogate Existing Treaties

One suggestion was that abolition of existing Treaties, and that negotiations with that end in view should begin soon with a date to be fixed for the abolition, such date to be far enough ahead to give all nationals time to adjust themselves to the change.

The Japanese delegates generally expressed sympathy with the idea of the abolition of extrality as soon as possible.

It is generally felt that the discussions on extrality and the Concessions have cleared the air a good deal as regards the issues at stake, as well as cleared the ground for some sane and rational approach to the solution of an admittedly difficult problem.—Reuter.

LABOUR VICTORY

Overwhelming Gains In Municipal Elections

COMMUNISTS' LOSSES

London, Yesterday.
Substantial Labour gains and the failure of Communist candidates are the chief features in the results of the municipal elections so far, for which polling was held yesterday in 300 cities and boroughs in England and Wales, excluding London.

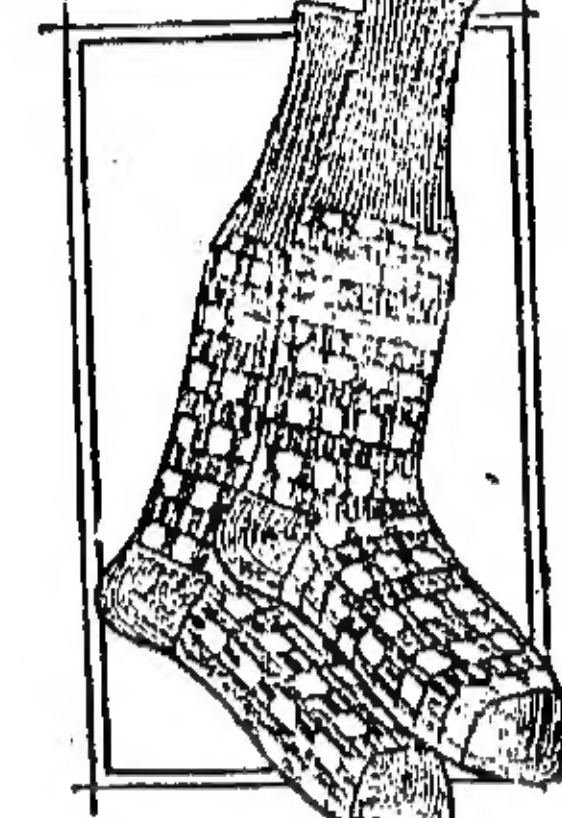
The final figures for 80 cities and boroughs available early this morning showed the following gains and losses: Labour, 102 gains, 12 losses; Conservatives, 11 and 66; Liberals, 18 and 28; Independents, 10 and 30. The most sensational Labour victory was at Walthamstow where Labour captured 60 out of 68 seats on the new Borough Council.—Reuter.

and up to the last moment was undecided whether he would swim. We take off our hat to Mr. Cooke and although he did not win, think as he was swimming against a younger man and one in perfect condition, it is the old story of "youth may be served," but so indomitable is his spirit that there is no doubt he shall still see Mr. Cooke compete against his younger opponent, as long as there is a "bat" left in him. (Applause.)

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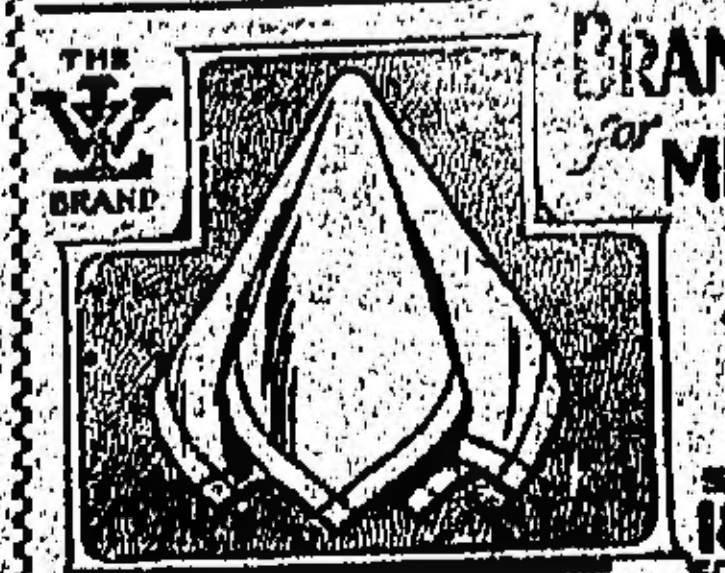
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From Macao: 8.00 a.m. "SUI AN" (Sundays Excepted)
2.00 p.m. "SUI TAI" (Sundays Excepted)

EXCURSIONS TO MACAO.

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HOME SPORT.

DUNKLEY'S FEAT

Although Germany beat us by eight events to four, this margin does not in a sense represent the true comparative value of the teams, for Germany were not twice as good as the British. The first event of the match, the four quarters, gave us an unexpected win. Kisters, the first German runner, had injured his ankles in training, a few days previously, and lost 15 yards to Borland. Krebs retained five yards against Bird, and it was anticipated that Storz, who was fifth in last year's Olympic quarter, would get the lead for his side before the end of the third stage. G. R. Dunkley, however, astonished everyone by running his quarter in 48.2/5 secs, thus giving Hanlon more than eight yards' lead. This proved just sufficient. Then came the four hundreds, in which Germany led from the start; each man ran with beautiful style and the passing of the baton was perfectly timed. It was a lesson in what a sprint relay should be.

Germany's Defeat in the Hurdles

With the hurdles relay came a German setback. Foley ran first for us, and soon began to leave Beschtauk behind. At the seventh hurdle he had a lead of four yards, and the German, apparently a little flustered by this, hit the hurdle and fell heavily. From this point, of course, the race was over. Wescher made matters worse for his side by hitting three hurdles, but even if these mishaps had not occurred, there is little doubt but that the British side would have won an easy victory. Their hurdling was faultless and a delight to watch.

Yorkshire New Leader

There are all sorts of rumours current just now regarding the future captain of the Yorkshire eleven. In some quarters it is believed that Lord Hawke's statement that A. T. Barber has not even been approached on the subject, is in the nature of a "political" move. This is quite a misapprehension. Captain Worsley accepted the captaincy for a second season after a lot of persuasion, but it is not known whether he wishes to remain in office or not. If he resigns, it is almost certain that Barber will be offered the post. After next season Barber is not likely to be available regularly. F. E. Greenwood, however, will. Another season's experience of first-class cricket will be of very great value to the young Huddersfield amateur, and he would then, if required, be quite ready to take over the captaincy. Just as Barber will be, if necessary, next season.

Mr. Gilligan—Entertainer

The cricket week festivities at Eastbourne have been noted, among other things, for the stage debut of Arthur Gilligan, the popular Sussex Captain. This occurred at "The Pier Revels of 1929" one night when both

the Notts and Sussex teams were present, the crowded audience was so delighted with Mr. Gilligan, entertainer, that they brought him back three times. His turn was called "A. E. R. Gilligan and a Grand piano." First of all Mr. Gilligan gave a most realistic imitation of Melville Gideon, following it with an imitation of Jack Smith, the whistler-burlesque. The Gilligan clan, including Harold, who is deputising for Arthur as skipper for Sussex, the latter having a damaged finger, were looking on with great amusement. Archie de Beas, who was also present, was watching Gilligan with a good deal of speculative interest. He wanted to see if he might feel like inviting him to take up a stage career when his cricketing days are done. The outstanding example of a cricketer taking to the stage is, of course, Basil Foster.

A Youthful Cricketer of Promise

R. P. Nelson, the young cricketer who took a lot of wickets the other day for the Richmond Public School boys. He has been in the St. George's School (Hampden) first eleven for the last three seasons, and this year has been captain. He bats left-handed and has a reputation for hitting the ball very hard on the off side. His bowling, also left-handed, is of the slow leg-break variety. He has at least two more years at school, and if he maintains his form should develop into a fine cricketer.

Still the Best Centre

Discussing soccer the other day, Andy Ducat stated that though Dixie Dean did not do quite so well last season as the season previously, he considers him still the best centre-forward in the country. He went on to say that he thought the reason many first players didn't seem to shine in international matches was because they couldn't get partners who understood their play. Charlie Buchanan, for instance, was too clever to do well in an England team unless he was surrounded by club-mates who guessed what he was likely to do next.

£3,000 Forward for Newcastle

On the eve of the season's opening came the news that Newcastle United have paid Dundee United £3,000 for Duncan Hutchinson, the centre-forward. Hutchinson, a prolific goalscorer, played a big part in gaining promotion for Dundee United last season, and a very large number of English clubs have been anxious to secure his services. He joined Dundee United from Dunfermline Athletic two years ago as an outside-right, and has proved his versatility in all the inside positions.

Elkes' Transfer Fee

Black Elkes, who has signed on for Middlesbrough, was sure to be fixed up sooner or later. It is stated that the Spurs put him on their transfer list at £1,000, so all the

talk of Middlesbrough paying an enormous fee for him seems a bit wide of the mark. Elkes is a much-travelled footballer. He has played for Birmingham, Southampton and Tottenham Hotspur. In addition, he was one of the F.A. party who made that first Soccer tour in Australia, a few seasons ago. Mr. McWilliam first had his eyes on Elkes about six years ago, when he saw him in action for Southampton against Fulham at Craven Cottage.

Few Changes at Burnley

Very few changes have been made by Burnley. Flack (back), Freeman (inside forward), Pollard (inside forward), and Spargo (half-back), have been transferred, the first two named to Swansea Town, Pollard to West Ham United, and Spargo to Nelsion. The new players are H. G. Plummer, a half-back, who stands 6 ft. weight 13 st. 4 lb., and was formerly in the army; W. T. Chambers, an inside-forward, who comes from Darlington; and D. Ross, an inside forward, who has played a good deal of the club's former full-back, Harry Ross. Waterfield, the international full-back, was operated on for appendicitis, but has made an excellent recovery and is now in training.

Wilson's Clever Goal-Keeping

The Millwall public (and attracted a very large crowd to New Cross. The probabilities, clad in the usual blue jerseys, had a fierce struggle before they succeeded in defeating the Reds. They only succeeded by a penalty goal but they would have no doubt won much more easily but for the clever work in goal of W. Wilson, formerly of Newcastle United. Wilson showed very fine form, and got excellent support from Moran, the new full-back from Shepp.

Blackpool B Heaves in Youth

Blackpool have kept 21 of last season's players, and have secured eight new ones signing on seven in one day. The club is evidently a believer in youth, for the average age of the players is 23. The new players include Wolfe (a North-eastern League player) and H. Pearson (Nuneaton), both goal-keepers; Hughes (South Shields), a centre-forward; and Reeves (Darlington), half-back. Following last season's form, the club is expected to do very well.

From Hailbury

Three of London's most prominent Rugby Clubs will be contained this season by Old Hailburyans. G. V. Stephenson, the Irish international and record holder, will lead the London Hospital, and also the United Hospital teams. C. R. Jenkins will be in charge at Guy's and will have the assistance of all last season's players, while Roselyn Park will be led by F. S. Kendall.

To Captain the London Welsh

T. E. Jones-Davies, who is to lead the London Welsh Fifteen this season, has a very good chance of gaining a Welsh cap this winter. He came very close to it more than once last season, for he was reserve for Wales three times. He has now come down from Cambridge, and is studying to be a veterinary surgeon at a London college.

His Excellency the Governor has appointed Mr. C. G. Alabaster, K.C., O.B.E., J.P., to be Vice-Chairman of the Licensing Board for a further period of three years, with effect from October 29.

The King and Queen sent their congratulations to Canon J. N. Dalton, who celebrated his ninetieth birthday at his residence in the Cloisters at Windsor Castle. Canon Dalton received scores of similar messages from all parts of the country, and also many gifts of flowers. Canon Dalton, who is Canon and Steward of St. George's Chapel, Deputy Clerk of the Closet, and Domestic Chaplain to the King and Queen and other members of the Royal family. He was tutor to the King when a boy and accompanied him and his brother (later the Duke of Clarence) on their world tour in Bucahante. He attended the King and Queen when, as Prince and Princess of Wales, they went to India.

The death of Mrs. Alfred Austin will stir memories, fragrant if faint, among those who liked the prose fancies of the late Poet Laureate more than his verse, and deemed them—though the suggestion sorely irritated his feelings—more enduring and delightful. For she was the "dear Lamin" of his garden books and the chateleine of Swinford Old Manor, and moved, a gracious and lovable figure, along its lawns and borders. "Am I anything more than the Poet's dream?" she asked wistfully in one of the prefaces. "If I could only persuade myself of that I should be perfectly happy." Sportive levity, mirthful melancholy, electric sympathy, and illuminating paradox—these were the characteristics of "dear Lamin" in Austin's mellow pages, and always there was grace abounding.

SOCIAL GOSSIP

His Excellency the Governor has appointed Dr. Baginval Harvey Mellon to act as Medical Officer of Health in addition to his other duties with effect from November 4.

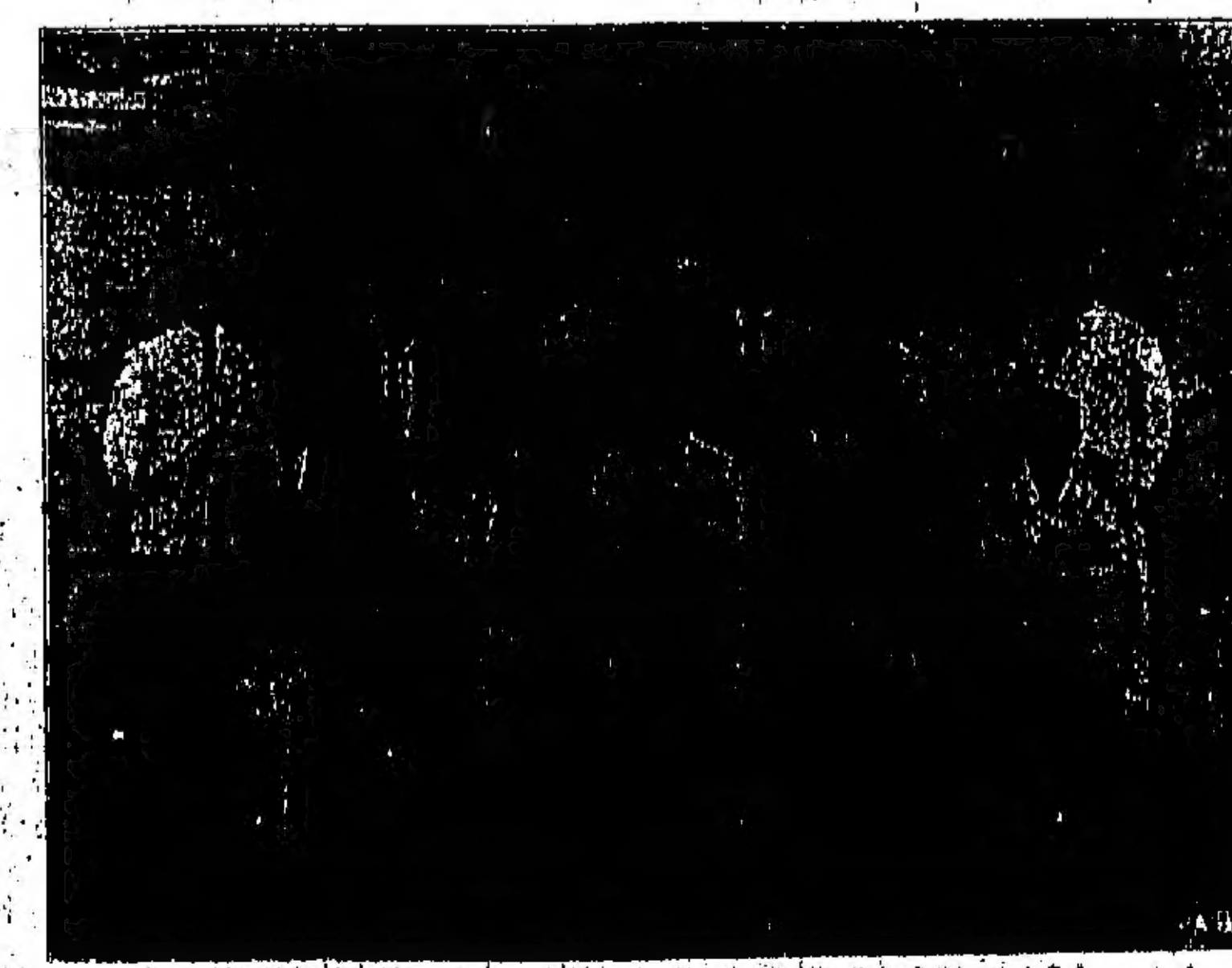
There was a notable civic event at Stoke-on-Trent, when the Lord Mayor of London, Sir Kynaston Studd, and the Lady Mayoress and the Lord Mayors and Lady Mayoresses of the cities of Birmingham, Manchester, Liverpool, Newcastle, Hull, Leicester, and Nottingham were the guests of the North Staffordshire Chamber of Commerce and the British Pottery Manufacturers' Association.

Konney's portrait of John Wesley, which has just been bequeathed to the nation, was painted when the famous preacher was in his eighty-sixth year. Wesley who was no believer in wasting his time, was impressed with the rapidity with which Konney could do his work. Mr. Ramsey is a painter, indeed, he wrote afterwards in his journal. "He struck off an exact likeness at once, and did in an hour more than Sir Joshua did in ten."

The graves of Earl Haig at Dryburgh Abbey continue to prove to be a great centre of homage, especially on Saturdays and Sundays, which are free days into the historic ruins. When I was there recently in the middle of the week (writes a correspondent), six char-a-bancs had unloaded their freight while the private cars stretched for a considerable distance. The resting-place of Sir Walter Scott is in the next family-burying-ground to that of the Haigs.

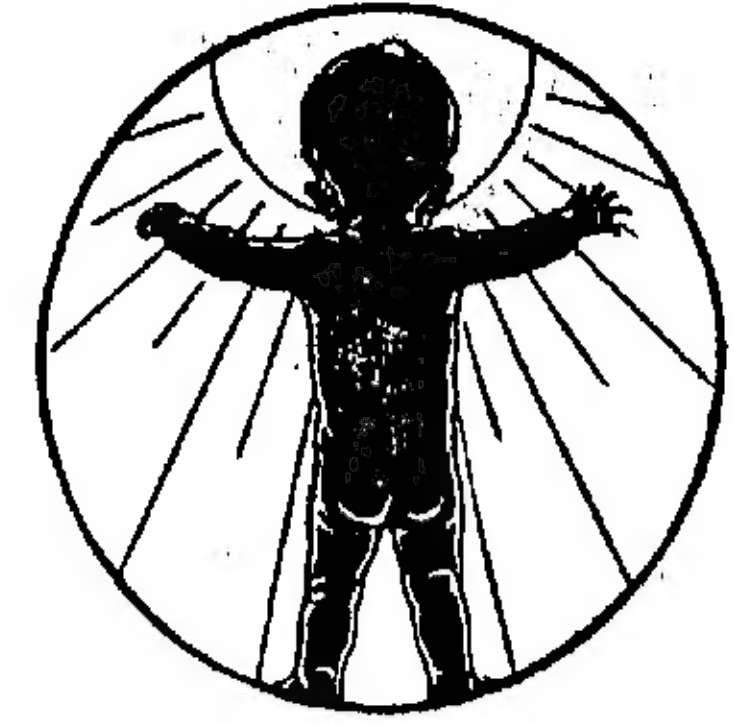
The Right Rev. Don Joseph McDonald, O.S.B., Abbot of St. Benedict's Abbey, Fort Augustus, was consecrated Archbishop of the Roman Catholic Episcopate of St. Andrews and Edinburgh, at St. Mary's Cathedral, Edinburgh. Abbot McDonald was the first monk to be appointed to the metropolitan see in Scotland since the Reformation. The Most Rev. Donald MacKintosh, Archbishop of Glasgow was the consecrator, the Bishops of Galloway and Dunkeld assisting.

Mr. Charles Edward Keyser, of Aldermaston Court, Reading, chairman of the Colne Valley Water Co. and a director of several other concerns, a leading authority on church architecture, and president of the British Archaeological Association, a former High Sheriff of Berkshire, Provincial Grand Master of Hertfordshire Freemasons, and Past Grand Warden of England, left unsettled property of the gross value of £785,255, with net personality £657,810. The duties on the property at this valuation and according to the position of the property will amount to about £218,000.



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AT THE

MAJESTIC

NATHAN ROAD, KOWLOON.

NEXT CHANGE—TUESDAY & WEDNESDAY.

MATT MOORE IN "FIRST YEAR"

LEAGUE FOOTBALL

A Great Triumph For Kowloon F.C.

K.O.S.B. HELD BY STERLING DEFENCE

Athletic Lower The Somersets' Colours

Yesterday's football was packed with thrills and surprises. Kowloon confounded the critics by taking the lead early in their game with the Borderers and hanging on grimly to the end. They were good value for their points in a splendid contest.

The Somersets had their record upset at the Stadium, where the Athletic won with comparative ease.

Another surprising result was the decisive victory gained by St. Joseph's over Police. The latter are now in the unenviable position of being bracketed with Recreio at the bottom of the first division table.

In the Junior section the Borderers ran amok over Recreio and scored ten goals without response. The only other unbeaten team in this division is South China "A" who played a drawn game with the Navy.

RESULTS AT A GLANCE

Division I			Division II		
Chinese Ath.	3	Somersets I.I.	1	Somersets	2
Navy	3	R.A.	1	K.O.S.B.	10
Recreio	0	South China	4	R.A.	1
St. Joseph's	4	Police	1	Kowloon	2
K.O.S.B.	0	Kowloon	1	St. Joseph's	3
				Chinese "A"	0
				Chinese "B"	3
				Club	0

LEAGUE TABLES TO DATE

Division I						Division II					
P.	W.	D.	L.	F.	A.	P.	W.	D.	L.	F.	A.
K.O.S.B.	8	4	3	1	13	5	11	K.O.S.B.	8	4	3
Kowloon	5	3	2	0	8	3	8	S. China "A"	4	1	0
Navy	6	3	2	1	9	9	8	Navy	7	3	1
Somersets	5	3	1	1	12	4	7	Somersets	7	3	1
S. China	4	3	0	1	12	4	6	Chinese "A"	5	4	0
Athletic	4	3	0	1	9	7	6	Kowloon	5	3	1
R.A.	5	2	1	2	12	9	5	Chinese "B"	5	2	1
Club	4	1	1	2	5	7	3	Eastern	5	2	0
St. Joseph's	5	1	0	4	17	2		S. China "B"	5	2	0
Police	5	0	0	5	6	16	0	Recreio	5	1	2
Recreio	5	0	0	5	2	16	0	R.A.	5	1	2
								St. Joseph's	5	1	3
								Club	5	1	3
								R.A.M.C.	7	1	5
								University	6	1	4
								Ewo	5	0	1

Division I

CHINESE ATH. v. SOMERSETS

Military Lose Points to Chinese

This match attracted a large crowd to the Stadium, and the supporters of the military team came away very disappointed, for the Athletic showed their very best form and gained a decisive victory by three goals to one. There was nothing in the nature of a fluke about the score, moreover, for the home team more or less took control of the game from the start, and with a little more concentration on the completion of their movements, the forwards would have run up a still higher score. The teams were as follows:—

Athletic:—Chan Sek-pui; Ng Kam-chuen, Lai Yuk-tai; Lam Yuk-ying, Wong Shui-wa, Ho Chai-yin; Tao Kwai-shing, Lee Wai-keon, Wong Pak-cheung, Suen Kam-shun and Chan Kwong-ju.
Somersets:—Hall; Crawley, Hayward; Knapp, West, Harris; Palmer, Bewley-Bull, Rayson, Guest and Butcher.

Referee:—Mr. F. Smith.

Soldiers Attack First

The Athletic kicked off and were forced on the defensive for a time, Palmer and Bewley-Bull initiating a smart attack. The latter shot over, however, from a good position. The Athletic soon forced two corners, the first of which was fruitless. From the second, however, Wong Pak-cheung obtained possession and scored.

For a time the Somersets were well in the picture, and looked like equalising on several occasions. Splendid defensive work kept them at bay, Ng Kam-chuen being in great form against Butcher and Guest. Suen brought the ball down the field with a perfect dribble which left the Somersets' defenders standing, but his final effort lacked sting, and Hall was able to clear with comparative ease. A further onslaught by the home team produced a second goal, Tao Kwai-shing finding the net after a strenuous tussle around the Somerset goal.

There was little of note during the remainder of the first half, Palmer and Butcher both going close with cross shots, while Lee Wai-keon missed in unaccountable fashion in front of an open goal.

Half-time:—

Athletic 2

Somersets 0

A Trying Ordeal

The second half opened rather tamely, the Athletic forwards being prominent in mid-field but finding the visiting halves a force to be reckoned with. They came away in a line, however, following a free kick, and Hayward and Crawley came through a trying ordeal with every credit. Except

for an occasional breakaway the home team now had the game well in hand and should have increased their lead on several occasions. Suen eventually obtained the third goal after perfect combined play with Wong Pak-cheung.

The Somersets were awarded a penalty shortly before the close and Knapp made no mistake with the spot kick.

Result:—

Athletic 3

Somersets 1

Comment

The Athletic showed their best form of the season and fully deserved the points. Chan Shek-pui brought off several fine saves, while both full backs were well up to standard. Ho Chai-yin was the pick of the middle line, and Suen and Wong displayed meticulously accurate ground passing.

The Somersets were much below form, the absence of Baker having the effect of throwing the whole forward line out of gear. Hayward played a fine game at back, while West was as usual very prominent in the pivotal position. Harris was another to catch the eye in the defence, while Butcher and Bewley-Bull were sound links in a rather disjointed forward line.

NAVY v. R.A.

Useful Win for the Sailors

At Caroline Hill Navy managed to secure the points by defeating the R.A. by the useful margin of three goals to one.

Referee:—Mr. Stokes.

Teams:—

Navy:—Jarvis ("Hermes"); Spratling (S. L. 19), Carey ("Hermes"); Churchouse ("Berwick"); Dray ("Hermes"); Lambert ("Berwick"); Van Tromp ("Hermes"); Firth ("Hermes"); Kernick ("Tintania"); Kennedy ("Berwick"); and Dickinson ("Seraph").

R.A.:—Fletcher; J. G. Oliver; Rawlings; Taylor; J. Oliver; Joyce; Cotton; Allen; Gill; Jobe and Fredericks.

The R.A. opened the game with all the characteristics of a winning team, and it was not many minutes before Gill and Jobe were worrying the Navy defence with a succession of quick shots which kept Jarvis on the alert. The ball deflected off Spratling during the attack and a corner was conceded, but Cotton misjudged the flag-kick and the danger to the Navy citadel was removed. Kernick got possession and in conjunction with Kennedy and Dickinson, proved a hot handlet to Oliver, Rawlings, and Fletcher. At this stage Dickinson put across a smashing angle shot towards an open goal, but Oliver ran back just in time to save what seemed to be an almost certain goal.

The Navy now appeared to be getting into their stride and the

run of play was slightly in their favour. Van Tromp and Firth were doing some spectacular and useful work on the right wing, while the whole forward line usually managed to be just in the right places. For the Gunners Gill was the giant of the attack, and it was not long before he proved his worth by netting with a first time effort with a shot which proved too much for Jarvis.

The Navy missed a great scoring chance during a melee near the R.A. goal, but Kernick eventually sent in a close range shot which Fletcher lunged out in quick style.

Half-time:—

R.A. 1

Navy 0

A Fierce Bombardment

From the restart Navy took up the cudgels and clearly indicated that they would not be satisfied with merely the equaliser. A fierce bombardment of the Gunners' goal opened up all sorts of possibilities. After a time Gill managed to make another breakaway and play was temporarily transferred. From this stage the superiority of the Navy quintette was never in doubt. Their combination, head and footwork, were delightful and interesting to watch. The soldiers seemed to realise the situation and strove hard to keep the lead, but the Navy were not to be denied and Kernick managed to get through with one of his mercurial raids.

Kennedy was not long in increasing the lead by slamming in another high up in the net, well out of Fletcher's reach.

Play was now practically confined to the R.A. goal area and Oliver, Rawlings and Fletcher were run off their feet. The two rapid Navy goals had left them bewildered and their efforts to transfer the run of the play were feeble compared with their play in the first half. There was yet another goal in store for Navy, and it was Dickinson who collected it within about three minutes of the final whistle.

Result:—

Navy 3

R.A. 1

Comments on The Game

The Navy owed their success to playing more open football than the R.A. Kernick, Kennedy and Van Tromp were outstanding in the forward line, the former's crosses being particularly fine. Spratling and Carey spoiled an otherwise good performance by lying too far back. Jarvis was strong in defence and, aided by his backs, gave Kernick and Kennedy comparatively little scope. Perhaps the weakest point in the Navy team lay in the half-back line, although the performance of Churchouse, Dray and Lambert was quite creditable.

For the Gunners, Gill was noticeable for his sterling work, while Cotton accorded him loyal support. Taylor, Oliver and Joyce formed a slightly superior half-back line compared with that of their opponents, while the defence was not at its best, Fletcher alone shining.

RECREIO v. SOUTH CHINA

One Sided Game at Kowloon

There was only one team playing football at Kowloon in this match. South China started off with a surprise goal within the first minute, and Recreio never recovered from this reverse. They seemed to be completely knocked off their game, and any combination ever possessed by them was lost irretrievably from the commencement.

Teams:—
Recreio:—Lawrence; Ogley, Silva; Netto; H. Remedios, Sousa, Figueiredo; Rosa, Pereira, Beltrao, Bernardo, Oliveira, and A. A. Remedios.
South China:—Pau Ka-ping; Lee Tin-sang, Yu Cheuk-wa; Tong Kwan, Wong Yel, Leung Wing-chiu; Cheng Shu-hong, Chu Kwok-luen, Leung Wing-tak, Lau Mau and Ng Po-kui.

An Early Score

From the commencement, South China began to press, and a nice pass from Wong Yel put Chu Kwok-luen in position to score, which he did 48 seconds after the kick-off.

End-to-end play followed, with China always pressing, and looking dangerous, though often saved by fortunate mistakes on the part of the Recreio backs. Runs on both wings, and down the centre were made for China, their combination and anticipation being apparently marvellous, until one remembered that neither of the Gosano brothers was in the team. Play centred around the Recreio goal, with all the Chinese forwards making shots, Chu Kwok-luen being especially unfortunate in some of his drives. Lawrence played a good game in goal, though most of the shots were high, and within easy handling distance. At half-time no further addition to the score had been made.

On the resumption, China made tracks for the home goal, both Chu Kwok-luen and Cheng Shu-hong having had luck with shots that just missed. Recreio could not get going, and rarely got further than half-way to the other end. In fact, there seemed to be only one team in it, and speculation ran, not as to when China

would score, but by how many they would win. The half-backs fed the forwards with such uncanny precision that one wondered whether there was a string tied to the ball.

Chu Kwok-luen put his side further ahead after some pretty combination between him and Leung Wing-tak, and shortly afterwards, Lau Mau added another point to make the result secure.

Midfield play for some time always went in favour of China, and about ten minutes before the final whistle Chu Kwok-luen got his hat-trick, to conclude the score of the match.

Comment

Had South China had to play hard for their goals, they must have won by at least ten to nil. Pau Ka-ping kicked the ball at least twice during the game, but had nothing to do to save the shots that came his way. Recreio must find a better half-back line if they wish to progress further in the League. The halves were always beaten for speed and skill by the Chinese forwards, and the backs had no chance against the combination of the visiting forwards.

ST. JOSEPH'S v. POLICE

Prolific Scoring at Happy Valley

The Saints delighted their supporters by gaining their first victory of the season at the expense of the Police. The home team showed a welcome improvement over their previous displays and were full value for the points. The Police got more and more disappointing as the season progressed. Their performance was poor in the extreme, neither attack nor defence showing any real stability. The teams were lined up by Mr. Mackie in the following order:—

St. Joseph's:—Rocha; Hyder, Gomes; T. Leonard, Wright, O. Omar; R. M. Omar, Souza, Kilbride, Cobb and Jackson.
Police:—Estall; Wynne, Williams; McGreavy, Hudson, Johnson; Nolan, Fraser, McEwen, Valentine and Howarth.

Strong Opening Attack

Play opened with a strong attack by the home team, the forward line showing a marked improvement with the addition of Kilbride and Cobb. Jackson put in a great run on the left wing and centred to Souza, who narrowly missed with a rasping first timer. A few isolated attempts on the part of the Police forwards were frustrated by Hyder and Gomes, the former playing a particularly smart game. At length the Saints obtained a well deserved lead, Kilbride putting the ball past Estall after an exciting scramble round the Police goal.

Play had been resumed only a few minutes when further success came the way of the Saints, Jackson netting with a shot which Estall misjudged. Police rallied toward the interval and Valentine came close on two occasions. McGreavy lost several opportunities in front of goal by hesitation when a quick shot would probably have borne fruit.

Half-time:—

St. Joseph's 2

Police 0

Police Disappoint Supporters

The Police had a great chance soon after the resumption when they were awarded a penalty, but no advantage was taken of the opportunity. St. Joseph's came back with a rush and were successful, Cobb scoring from Souza's pass.

The same player added a further point a little later after a period of prolonged pressure.

The Saints ended up toward the end, and Police were more in the running. Fraser and Howarth both came close with efforts which deserved a better fate, before the former obtained the first and only goal for his side.

The last few minutes of the game centred around the home goal, Rocha bringing off some smart clearances before the final whistle blew.

Result:—

St. Joseph's 4

Police 1

Comment

The reshuffling of the Saints' team has been a decided success. They went about their work in a manner which augurs well for their future in the League. Rocha again gave a good display in goal, while Hyder and Gomes gave excellent support. T. Leonard was the pick of a bustling half back line, while R. Omar, Kilbride, and Cobb did well in the forward line.

The Police have degenerated into an extraordinarily weak team. There is hardly a position in the team which can be said to be really adequately filled. Estall was far from safe in goal, while Wynne and Williams gave a display which was well below their form of last season. McGreavy worked hard in the half back line, and Valentine was the best of a forward line which is failing to come anywhere near expectations.

K.O.S.B. v. KOWLOON

Tight Game at Sookumpoo

Before a large crowd at Sookumpoo these teams engaged in what proved to be the most exciting

struggle of the season up to the present. The battle waged fast and furious from start to finish, and the visitors emerged with well deserved honours after 70 minutes of really good football.

Mr. W. E. Hollands lined up the following teams:—

Kowloon:—Angus; Gillett, C. Pile, Hedley, Downman, Bliss; T. Pile, Gallagher, Simpson, McKelvie and Miles.

K.O.S.B.:—Shears; Gardiner, Martin; Everest, Davey, Skiggs; Torrie, Stock, Reeves, McGlinchy and Alexander.

Borderers Prominent First

The Borderers were the first to make tracks for goal, Torrie sending across to McGlinchy who was promptly dispossessed by Gillett. Bliss cleared with a fine punt and set the Kowloon quintette into motion, but Simpson was slow in availing himself of a good opening. A series of mid-field exchanges ensued, but Kowloon were quickly away again, and the Borderers received a shock from which they never completely recovered when McKelvie picked up a pass from C. Pile and banged in a beautiful shot which had Shears beaten all the way.

The Borderers persevered straight from the kick off, and it was here that Kowloon were seen in their best form, the half backs playing a truly magnificent game, while Gillett and Pile were superb both in their tackling and punting. Hedley once robbed McGlinchy just as the latter was shooting from close range, while Downman presented such determined opposition to Reeves that the centre forward never had a real chance of getting in one of his usual pile drivers. The ball was brought back for the Kowloon forwards to initiate a spirited attack, and Gallagher was unlucky in not being able to gather an awkwardly bouncing ball when nicely placed.

Shears was called upon a moment later to gather a fine long drive from Downman. The Borderers again took up the running, but the forwards were rendered well nigh impotent through the devastating work of the visiting defenders. Shears was called upon a little later to clear from Miles, and the home goalkeeper had an awkward high ball from McKelvie to get away, following a free kick. The Borderers made great efforts just before the interval, Angus punching clear from Stock in his inimitable style, while a moment later Reeves headed a centre from Alexander well over the crossbar. Hedley earned warm applause just before half time for some perfect tackles against the Borderers' left wing.

Half-time:—

K.O.S.B. 0

Kowloon 1

K.O.S.B. Fail to Equalise

In the second half Kowloon broke away and Shears brought off a fine save from McKelvie. Simpson had a glorious chance of increasing the lead a moment later, but hesitation proved fatal, for Davey cleared when a goal seemed certain. The same player lost another golden opportunity when Gallagher put the ball forward for him, but he put behind. An attack on the Borderers' right wing was made by Bliss and Pile, both of whom were playing the game of their lives. The ball was flashing from end to end and the spectators were treated to continuous thrills. Shears brought off a really fine save from McKelvie, and the Borderers survived a confident appeal by Kowloon for a penalty. The infringement, if any, was not obvious from the stands.

The game continued to fluctuate, Kowloon were on top, however, on the run of the play and were unlucky on several occasions not to increase their lead.

The closing stages saw the Borderers make superhuman efforts to obtain the equaliser, but the Kowloon defence finished up as fresh and confident as when they started. Angus made one or two polished saves before the final whistle brought a most entertaining match to a close.

Result:—

K.O.S.B. 0

Kowloon 1

Comment

Kowloon played an inspired game from start to finish. Angus was not called upon as often as Shears, but did all that was required of him in a manner which inspired confidence. Gillett and C. Pile gave a well-nigh faultless display in the back division, while the half backs played well enough to make the K.O.S.B. forwards look a very ordinary lot. Bliss was perhaps the most outstanding figure in a most capable line. Of the forwards McKelvie stood out amongst all the others. A difficult proposition seems to bring out all that is best in his game. He was ably supported by Miles, while Gallagher and T. Pile were also in good form. Simpson was playing in a strange position and never really settled down. He seems a little inclined to get discouraged in the face of opposition, but his showing was good enough to warrant a further trial, for his weight is a very useful factor in a rather light forward line. The Borderers were certainly not at their best either in defence or attack. No complaint can be made about Shears' display, but for

(Continued on Page 19.)

Fast Bowling Puzzles The Batsmen

Civil Service C.C. 2nd XI.	A. S. Summa	4	1
B. R. Davies, hlt wkt., b Tan ..	J. S. C. Curreem	4	0
R. W. S. Paterson, b Tan	A. el Arculli	2	0
	A. M. Madar	3.1	0

7 0 fraud was stated to have been
7 2 mitted on October 20.

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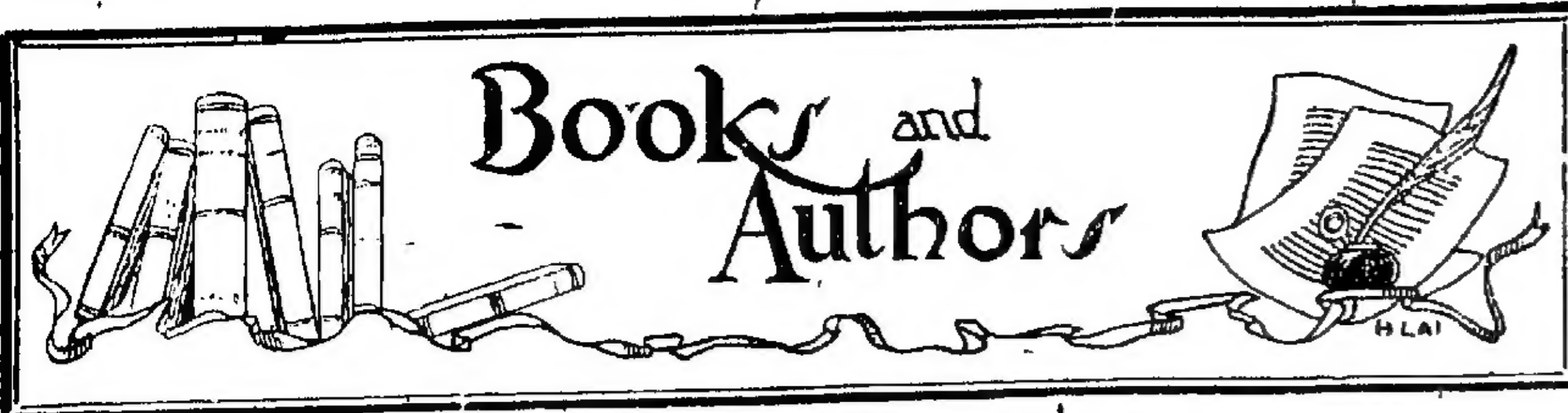


m) had for several years—C. W. Ford.

5 p.m., 8th November ("Macedonia")).

KOMOR & KOMOR,

I shall not be the least surprised to find James Baxter and his colleagues on the English Rugby Selection Committee fielding the youngest and best fifteen we have had for several years.—C. W. Packford.



"HERALD" REVIEWS

Views Orthodox And Unorthodox

["The Passing of the Priest: The Future of an Illusion," by Sigmund Freud. Hogarth Press, London, 7/6.]
 ["Science and the Unseen," by A. S. Eddington, F.R.S. George Allen and Unwin, Ltd., 2/6.]

"I'd as soon think of contradicting a bishop," so said the great Dr. Johnson, awed by the intellectual prestige of the leaders of the Church before his time. But bishops somehow were bishops in those days and the Church had a standing of its own. But few things are more noticeable in the movements of thought since then than the general clerical retreat and debate. Time was when British and even European thought were guided by the hierarchy. But the last bishop who has left us anything which has influenced the minds of men was probably Bishop Butler. And to-day the literary man does not think of contradicting a bishop if it is not because he is in awe of their august learning but because no bishop has said or written anything sufficiently distinctive to be worth contradicting.

It is a remarkable fact that every book published in the last thirty or forty years which has guided and influenced the religious thought of men has been by a layman. Witness "Human Personality" by F. W. H. Myers; "God the Known and God the Unknown" by Samuel Butler; "Science and the Modern World" by Prof. Whitehead and now, the two books before us.

These two volumes are not just pot boilers pushed out from the Press. They are important additions to thought by two of our great living thinkers—the one a philosopher, the other a scientist.

1. To take the philosopher first. The civilisation or culture into which we are born and which raises us above the animal creation imposes a certain number of prohibitions on our actions—the prohibitions against murder, incest, theft, &c. In the course of our development this external compulsion is gradually internalised and becomes a mental inhibition, in that a special mental function, our super-ego, takes it under its jurisdiction. These cultural prohibitions will not be active to the same extent with all people nor will they act perceptibly among the suppressed classes.

By the very incidence of our birth we tend to the humanisation of external nature. This is the first step. "Nothing can be made of impersonal forces and fates; they remain eternally remote. But if the elements have passions that rage like those in our own souls, if death itself is not something spontaneous, but the violent act of an evil Will, if everywhere in nature we have about us beings who resemble those of our own environment, then indeed we can breathe freely, we can feel at home in 'face of the super-natural, and we can deal psychically with our 'frantic anxiety. We are perhaps still defenceless, but no longer helplessly paralysed. We can at least react; perhaps indeed we are not even defenceless, we can have recourse to the same 'methods against these violent 'supermen of the beyond that we 'make use of in our own community; we can try to exercise them, to appease them, to bribe them, and so rob them of part of their power by thus influencing them."

Thus "man makes the forces of nature not simply in the image of men with whom he can associate as equals—that would not do justice to the overpowering impression. They make on him, but he gives them the characteristics of the father, makes them into gods, thereby follow-

ing not only an infantile but also "as I have tried to show a phylogenetic prototype."

These gods have a threefold task to fulfil:—

- (a) They have to exercise the terrors of nature.
- (b) They have to reconcile man to the cruelty of fate and death.
- (c) They have to make amends for the sufferings and privations which the communal life has imposed.

As natural phenomena become more impersonal and settle down into 'laws of nature' the functions of these gods are more and more confined to (c)—morality becomes their real domain.

The multitude of gods, too, gradually condense into one divine being: "When the child grows up and finds that he is 'destined to remain a child for ever, and that he can never do without protection against unknown and mighty powers, he invests these with the traits of 'the father-figure; he creates for himself the gods, of whom he is 'afraid, whom he seeks to propitiate, and to whom he never 'theless entrusts the task of 'protecting him."

Thus are the illusions of religion born. Not delusions or errors, mark you. For there is a great difference. The illusion may come true. Thus the illusion of the alchemists that all metals can be turned into gold may prove to be true.

What are we to say of the future of these illusions? With the diffusion of education the objective reality has become to many less credible. "Criticism," has nibbled at the authenticity of religious documents, natural science has shown up the errors contained in them, and the comparative method of research has revealed the fatal resemblance between religious ideas revered by us and the mental productions of primitive ages and peoples."

A rational basis will gradually supply the *raison d'être* to the murder prohibition and other moral standards. Man will be thrown more on his own resources. This, however, must not lead us to rush to conclusions. We have not reached the millennium. We must just wait and depend on education and science.

"If you wish to expel religion from our European civilisation you can only do it through another system of doctrines and from the outset this would take over all the psychological characteristics of religion, the same sanctity, rigidity and intolerance, the same prohibition of thought 'in self-defence."

Prof. Eddington's will possibly be considered by many the more philosophical work of the two though we cannot help feeling that it is open to far more serious criticism. The growth of the solar system and the external world is laid before us as it might be conceived by a modern scientist to have developed. This is a very careful and masterly statement worthy of close study by every thoughtful reader. Finally life appears and we come to man. He is gifted with those sense organs by which everything that is known of the material world must be sensed. The external world is inferred from these stimuli transmitted along the nerves. What we call matter then or the external world has been reduced to a shadowy symbolism as unlike the old materialism as thought is unlike the black letters by means of which it might be expressed. There is one thing on which Prof. Eddington insists, and indeed his whole theories depend on it. "Clearly," he says, "there is one kind of knowledge 'which cannot pass through such 'channels knowledge of the intrinsic 'nature of that which lies at the far 'end of the line of communication." (Italics ours). We have given this quotation because it seems so important, and if Prof. Eddington believes it in this form we think he should have rested on it there. But this is just what he is unwilling to do. "The 'chairs and tables around us 'which broadcast to us incessant 'ly those signals which affect our 'sight and touch cannot in their 'nature be like unto the signals 'or to the sensations which the 'signals awake at the end of 'their journey." If the signals alone are known how does Prof. Eddington know what the other end is like? It would be better to plead complete ignorance. Others before him were ridiculed

for giving detailed attributes of the Unknowable. But according to Prof. Eddington not only have we some knowledge of what the unknowable is not: but by a little judicious manipulation we get some knowledge of what the unknowable is.

We have a real and not a symbolical knowledge of our own nature and so our nature seems very mysterious. The background of symbolic knowledge (the x at the other end of the line of communication, which is dogmatically stated to be unlike the end-product) is also mysterious. "We think we are not wholly cut off from this background. It is to 'this background that our own 'personality and consciousness belong and those spiritual aspects 'of our nature not to be described by any symbolism."

Thus by a manipulation of the pawns on the chess board something corresponding to our own personality is got into the mysterious background of things. There is "a reaching out of the 'spirit from its isolation to something beyond, a response to 'beauty in nature and art, an 'inner light of conviction and 'guidance—and these are as much 'part of our being as our sensitivity to sense-impressions."

Thus have we got the basis of religion and man's attitude to it. True it is purely a personal attitude—creed has gone and priest has gone. But this is only what we should expect from one brought up among the least objectionable, or shall we say most attractive, of all the religious organisations. The greatest Divine of the nineteenth century wrote a famous essay, "Christianity without Priest and without Ritual." And possibly this form of religion—creedless, priestless, ritualless—is the only form that will satisfy the educated mind of tomorrow.

There is no hint in Prof. Eddington's mind of the authenticity, and 'realness' of 'the still small voice.' He knows very well that the man in the street thinks him a fool for making the hard brown table into a 'symbolic' table yet he accepts the symbolic view. Why does he not take a similar view of 'the still small voice'? To put it slightly differently. He tells us that "one of the more important sense organs" (presumably the eye) "is defective." Helmholtz, if we remember rightly, said that if an optical instrument maker had made it he would get it back to remake. But what if "the inward eye" is a defective instrument and "the still small voice" an illusion?

It is a mystic creed and therein lies its strength and its weakness. Many of us would have to answer it in the words of the greatest living poet:—

Not mine your mystic creed; not mine in prayer
 And worship at the ensanguined
 Cross to kneel!
 But when I mark your faith how
 pure and fair
 How based on love, on passion for
 man's weal,
 My mind half envying what it cannot share
 Reverses the reverence which it cannot feel.

'PLANE FATALITY

Condolences From Macao Governor

In connection with the recent aviation accident which took place in Hong Kong harbour, in which Flying Officer Ward met his death, the following telegrams have been exchanged between the Acting Governor of Macao and the Governor of Hong Kong:—

To Governor, Hong Kong:

"I regret aviation disaster. I send sincere condolences in my own name and also in that of this Colony."

Acting Governor, Macao.

To Acting Governor, Macao:

"On behalf of this Colony and the Royal Air Force, I thank Your Excellency and the Colony of Macao very sincerely for your message of condolence."

Governor, Hong Kong.

FOR BREAKFAST

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Christmas 1929

The Christmas Mail for Home closes in a few days and we take this opportunity of bringing to the notice of our many customers and friends, our large and interesting display of exclusive

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AT 5.15 P.M. AND

SATURDAY, November 9th, 1929

AT 9.15 P.M.

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To-day will see the departure of several of His Majesty's warships and submarines for Home. The following submarines will steam out of the harbour at 8.30 a.m.:—L3, L15, L19, L20, L27 and L28. About half an hour later, they will be followed by H.M.S. "Titanic."

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Round The Town

The rich man's puller is far more familiar with kicks and curses than he is with sympathy, but at last, we are grateful to learn, he has found a soft-hearted champion in Shanghai. "Humane," in a letter to the "North China Daily News," claims that the degradation of the rich man's puller is the degradation of China. There are rich men in Japan, he adds, but there is a dignity about the Japanese puller which causes one almost (but only almost) to forget that he is a human beast of burden. Their rich men are in fine, clean condition, their physique is good, clothing neat, ample and clean, and their fares are higher—in fact in Japan the rich man's puller is a luxury which the average foreigner cannot afford whilst hired cars are available. Mandrill handcarters are used in Europe and America, but there they are what the term implies, carts easily pulled and controlled by hand. The handcart in Shanghai, grossly overloaded as it usually is, and with its six or seven straining and perspiring coolies, is not only a menace to life and limb on the streets, but an inhuman form of cruelty to the pullers themselves. The average rich man considers the rich man's puller a necessity and yet in Java and Sumatra the rich man is prohibited by Government legislation.

The correspondent Change of quoted proceeds: Attitude Let us change our attitude to these poor beasts of burden certainly, but let it be a proper change. Let us legislate at the next rate-payers' meeting for the complete abolition of rich men's wheelbarrows and handcarts (used as freight vehicles) within the next five years. That is ample time for the pullers' gradual absorption into more fitting occupations. Reorganization of bus and tram services will soon overcome the "loss" of rich men and our streets will be cleared of three of their most serious menaces, viz.—the controlled handcart and wheelbarrow, and the ignorant rich man's puller.

It is too early to predict whether Money Chonging local conditions will improve now that the Colony's exchange is put on a silver basis. Opinion on this subject is greatly divided. A Chinese merchant writing to the Chinese General Chamber of Commerce thought that the inter-mercenary troubles in China were mainly responsible for the depression and he did not think that by putting Hong Kong on a silver basis trade conditions would improve. There are likely to be others who share his opinions. It is reported, however, that the money-exchange shops have been doing splendid trade the last week. A silver dollar is given out by them as equivalent to 10 ten-cent pieces, but the same dollar is apparently worth only 90 to 95 cents when tendered in payment for purchases. This practice, to say the least, is most undesirable. All money-exchange shops are licensed, and it would be no difficult matter for the Police to compel them to exhibit a signboard in a prominent place showing the daily exchange rate.

Shanghai's Example

years ago. All exchange shops there displayed a signboard (in English and Chinese) reading: "To-day's dollar 100 cents" or whatever the exchange might be. It is only in this way that the public can be protected from unwarranted manipulations. At the present moment the exchange shops here pay out what they please. There does not appear to be any control over them. One shop may offer 85 cents for a silver dollar and another shop may give 95 cents. The fluctuation probably depends on the person doing the business. If he appears to be a newcomer, he may get as little as 80 cents for his dollar.

The other night, at Human Kindness eve, writes a correspondent, an incident, which was heart-rending to the looker-on and cold-hearted on the part of the doer, occurred

in Nathan Road. A blind Chinese young boy was just ascending the steps in the second class of a bus which was en route to Lai-chikok. Instead of assisting the blind boy into the bus, the conductor tried to push the afflicted lad off the bus, which had just started to move. If he were a man, an ordinary man, he would have at least offered a helping hand. A European lady stopped the conductor just in time. Giving a blind person a free ride is much more deserving than to let one of the Company's employees, who is off duty, occupy a seat, (in the first class, too!) sometimes making a ticket holder sit in the second class. The blind lead the blind, it is true, but a helping hand from a person with good eyes is a help which is precious to those with that dreaded affliction, loss of sight.

On Saturday afternoon (November 1, 1919), reports the "China Mail" of November 3 of that year, the Taikoo Bowling Club held an "At Home" to mark the closing of the season. The Taikoo men being the champions of the Bowls League for the sixth year in succession, had a game with the "Rest of the League," and won by 36 shots. There was a good attendance of members and their friends to witness this match. At the conclusion, Mr. D. Cooper, a former President of Hong Kong Lawn Bowls Association handed the League shield, presented by Mr. Ross Thompson to Mr. Eldridge, the Chairman of the Club. Silver spoons presented by the Taikoo Club were given to the winners of other matches played during the afternoon.

The following were the results of the matches:—

Eldridge	24	Lamble	10
Grimsshaw	24	Walt	10
Wallace	24	Duncan	10
Wotherspoon	24	Stanley	10
(Skip)	24	(Skip)	10
Russell	24	Blake	10
Groff	24	McLeod	10
Morrison	24	Lapsley	10
Hamilton	24	Gibson	10
(Skip)	24	(Skip)	10
Muirhead	24	Hedley	10
Sloan	24	Amery	10
McLachlan	24	Smyth	10
Ferguson	24	Cooper	10
(Skip)	24	(Skip)	10
Total	61	Total	46

SUNDAY SALLIES.

Self made men usually worship their makers.

People who sing their own praises are generally soloists.

A visitor to Aberdeen came back and declared that he had had a good time!

Iron filings have been found in tea.—One would need to steel oneself to drink it.

An Aberdonian aviator crashed while endeavouring to scrape the silver lining off the clouds.

Tenders are being invited for "more or less 4,500 brass dog licence badges of approved shape."—Why badges for brass dogs?

A talkative woman has thanked a Magistrate for sentencing her.—Perhaps she appreciated his skill in getting a sentence in edgeways.

People go to church, a minister says, as though it were the dentist.—But, of course, the dentist usually contrives to keep you awake.

One of our evening contemporaries quoted Wednesday's dollar at 1/8 18/16. Surely it would have been simpler to have said 1/9 1/8. But that would also have been wrong.

On the same date Hong Kong's other evening paper gave the s.s. "Orontes" a displacement of 200,000 tons.—Alongside this mammoth the "Majestic" would look a midge.

With the Malayan and Shanghai cricketers doing their best to defeat Hong Kong school masters and office talphans are warned that there will be a big mortality among grandmothers this next fortnight.

A woman ages quicker than a man, declares a London magistrate, who contends that when a man is 60 and his wife 50 there will really be no difference between them.—We reckon that in many cases there would be a difference of at least 20 years. With some women time flies—backwards.

Cyclists who ride on cycles on the public streets are liable to be encircled by the Police.

The novices' race at Happy Valley must have been an "open" one, seeing that Mr. Cave rode the winner.

The day of the lady cricketer in Interport matches has not yet come, although the Malayan team have a Wynch among them.

On such a lovely day as last Saturday Mr. Frost could not be expected to get more than third place in the second race.

Among the Red Indians, we are told, a man is named according to his character. Here, in this Colony, of course, we have a law of libel.

Mrs. Tottenham's chances of getting into the final of the ladies' open singles tennis championship were at one time 10 and tottering.

Was the talk on infant welfare at the Chinese Y.W.C.A. given to the mothers or the 130 babies examined?—The reports are not clear on the point.

The fine weather may be responsible for so many "clear" goals being scored in the local League football matches, according to some of the reports.

Reassuring to learn from the Bench that leaving a motor car ten minutes outside Lane Crawford's unattended is not a "wicked offence."

A certain pony coming down from Shanghai for the annual race meeting, it is claimed, can do anything except speak.—Sounds like an ideal Chinese "boy."

Was Mr. Heard overheard to sing "Dye Ken John Peel" when he brought in Mr. Peel's Nookhall in the sixth race at Happy Valley a week ago?

A man has been sentenced to three months' imprisonment for the theft of a saxophone.—It might have been a greater punishment to have made him play it.

Next season the Civil Service lawn bowlers ought to show more spirit after their Spey Royal Cup rink each got a free bottle of Spey Royal Whisky from Messrs. Watson & Co.

A hen has by laying an egg almost the size of a coconut provided a "high tea" for a family.—We trust there is nothing ambiguous in the word "high."

It is possible, we learn, for the law to suppress almost everything except the telephone directory.—The operators do their best to render even it ineffective.

A Scots minister likens joyless churchgoers to the "sore-faced" people who are compelled to visit the dentist.—The plate, at any rate, is generally involved in both instances.

The chairman of an Education Authority at Home says that children positively run to school now.—But even in the old days we sometimes had to hurry when we slept in.

An Englishman is complaining of the "cool" treatment he received on Scottish golf courses. To which a Scots paper rejoins: We make a point of keeping cool, when possible, on golf courses.

Accompanied as he was by his A.D.C., Captain Perfect, it was little wonder that the Deputy Governor described the finals on the Civil Service Cricket Club bowling green as the end of a Perfect season!

Revealed by the Drought.—Long Ichington pool, near Leamington, has fallen 6ft. below normal, revealing a German howitzer which was thrown into the water one night by men who resented it being sent to the village.

The difference between "The Singing Fool" (coming to the Queen's Theatre shortly) and the football singer is that the former is a talkie shown in almost every town at Home, while the latter is a street singer who confines himself to Aberdeen.

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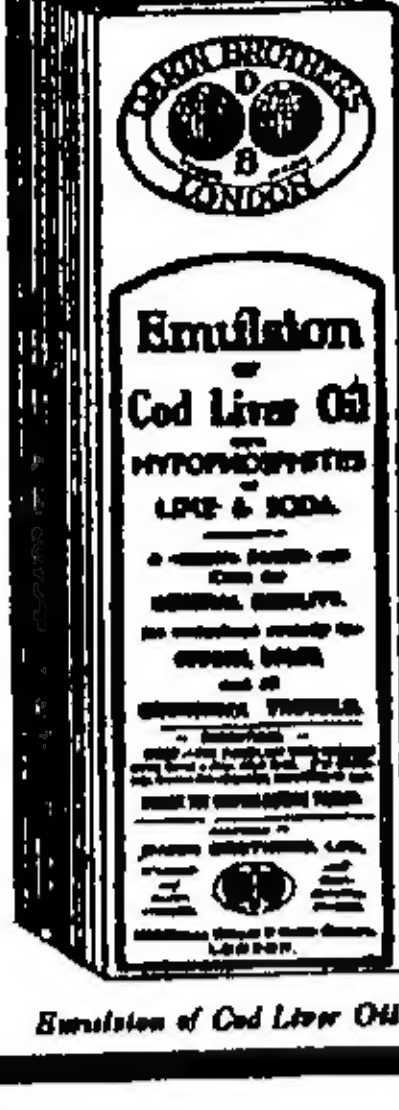
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HONG KONG, SUNDAY, NOVEMBER 3, 1929.

Education In The Colony

It is but right that the sixtieth birthday of the Diocesan Boys' School and Orphanage should be the occasion of felicitations from His Excellency the Governor and of all others who are proud of its splendid record during that long period. From very modest beginnings, indeed, it has carved a niche for itself in the Colony's educational establishments. It has gone from good to better and from better to best, until it almost seems that there are no more worlds for it to conquer. The secret of its brilliant record undoubtedly lies in the possession of enthusiasm for the work by its various head masters and Committees, all of whom must share in the glory radiating around it to-day.

Great as has been the record of the Diocesan Boys' School and of sister educational establishments, the eyes of the educational authorities and of the community in general cannot or ought not to be blinded to the real purpose of education. That is to equip the scholar intellectually with the best possible weapons with which to fight all in the world that would keep him on the level of the mediocre: to enable him to take later in life a man's part in a man's world. Mere reiteration of the three R's is not in itself sufficient to be classified as real education. The ability to pass a certain examination of a very uncertain standard is by no means enough to claim that the finished product has been sent out of the school to fight his way in the world. Commercial circles are for ever deploring, and not without good cause, that a very large percentage of pupils when they leave school are but half-baked students—deficient in good penmanship, weak in grammar, woefully ignorant of the King's English, and, worse still, bereft of those "manners that maketh the man." It is complained, and not without good cause, that the standard aimed at in this Colony is far too low, and that, being so, local education must naturally suffer in comparison with that offered not only at home but in other centres in the Orient.

Moreover, whilst on the subject of education, it is greatly to be feared that not half enough is done in a British Colony for the British boy, whilst too much is attempted in the interests of the alien. They very highest that is possible in the way of real education ought to be at the command of the British boy. The Colony ought to be in a position to be proud of what it does for the education of the British boy. There ought not to be any necessity not alone in the elementary schools but right throughout the whole science of higher education for any British boy to go outside the Colony. From the sole point of education he ought to be proud of this British Colony and this British Colony ought to be proud of its British boy. That would of itself imply the raising of the standard aimed at in education. That would involve placing before the educational authorities the goal of real education and of making them dissatisfied with the turning out year by year of mere half-baked students destined to flit hither and thither till they reach the inevitable cul de sac of inefficiency and mediocrity.

It is well to join in the chorus of congratulations that have been heaped on the heads of those responsible for the magnificent record of schools like the Diocesan Boys' School, Queen's College, King's College, and other similar institutions. But in the moment of exultation let our thoughts be turned to the highest ideals of education with a firm resolve to "do our bit" by the British boy better far than it has ever been done in the past.

HONG KONG FAIRY STORIES

Silver dollars will be presented free with every pound of tea.

Winners of cash sweeps at the Races last Saturday have sent one-eighth to the Benevolent Society.

A Christmas fund is being raised for the telephone operators who persist in giving the wrong numbers.

Next Settlement Day on the Stock Exchange will see shares given away.

The winner of the harbour swim has challenged the last Marathon victor, to a climb up the Colony's highest hill.

THE "HERALD" CALENDAR

November 3, 1893.—Britain commenced first war against China.

November 6, 1906.—Census taken in Hong Kong.

November 7, 1911.—Revolution movement in China reflected by some rioting in Hong Kong.

REFEREES ASSOCIATION

The monthly meeting of the Association will be held in the Council Office of the Hong Kong Football Association, 4th floor, French Bank Building, Queen's Road, Central, on Thursday, November 7, 1929, at 5.30 p.m.

All referees, players, and others interested in the game are cordially invited to attend. Lieut. George, R.A.M.C., has kindly consented to give the lecture.

BREVITIES

A list of public vaccinators is published in the "Government Gazette."

Soon after 6 p.m. yesterday a Chinese third class passenger jumped into the water from a Star Ferry and was drowned.

The preacher in St. Andrew's Church to-day at Matins will be the Rev. E. A. Armstrong, Assistant Chaplain.

There is, we are informed, no likelihood of the Station Hotel being pulled down for two or three years to make way for new flats.

A daring robbery occurred yesterday at 2 Tung Hing Road, Mongkok, four armed men getting a haul of money and jewellery to the value of \$126.

On the occasion of the Dwall Festival a large gathering of Hindus and Sikhs assembled in the Sind Association's Club, China Building, when Mr. T. A. Mahtani, Secretary, gave an interesting historical account of the festival, which was greatly appreciated.

Miss Barbara Latham has received through the Amalgamated Press (1922) Limited, under the signature of the Editor of "Bubbles" a very nice prize for writing a letter in a competition in that paper. The prize is in the nature of a Birthday Book for Girls and Boys.

A special thanksgiving service will be held at St. John's Cathedral this morning in connection with the sixtieth birthday of the Diocesan Boys' School. The sermon will be preached by the Rev. W. T. Featherstone, head master of the school.

The St. Andrew's Church Branch of the Scripture Union will meet in the Church Hall to-morrow evening at six o'clock, when the speaker will be the Rev. E. A. Armstrong, B.A. All members are earnestly requested to turn up, as this will be Mr. Armstrong's first meeting at the S.U.

WONDER WORKER Rescues Clothes From the Rubbish Heap

CLEANS AND-DISINFECTS

"Jacobus - Mercersin," which has just been placed on the local market, bids fair to fast become a household necessity, filling as it does a long felt want in the washing of fine fabric.

Treated with this preparation, stockings, lingerie, blouses, dresses, jumpers, shirts, gloves, lace, etc., which, although still serviceable, are often discarded because they have lost their smartness, can be rescued from the rubbish heap and be given another lease of usefulness.

"Jacobus - Mercersin" regains for these things their soft silky glow, crisp silky touch, bright colouring, and original shape as on the day of purchase, and more, it disinfects them in the process.

Easily Used. This preparation, which comes in cubes, is very easily used, each cube to be dissolved in a quart of cold water. Wash and rinse articles and garments made of silk, silk mixture, artificial silk, or Mercersin cotton in the usual way, and then, while they are still damp, place them into a Mercersin bath prepared as mentioned above. The resultant transformation to new beauty is surprising.

The manufacturers of this wonder-worker are Messrs. E. Lichtenstein and Co., of Germany, and Messrs. Simpson & Co., of China Building, are the sole agents in South China and the Yangtze Valley. Messrs. Fook Kieh, of 106 Temple Street, South, Yau-mat, are the distributors for Yau-mat. Packed in two size boxes, "Jacobus Mercersin" is priced at 6 cents and 20 cents per box.

A SENSITIVE APPEAL

Imprisoned in four slummy streets Our Alma Mater lies, And knowledge to heroic youth Through fogg and din supplies. No exertion can dissipate, No game can blow away The odorous cacophony That hugs her night and day.

The rooms where once our grandfathers sat Still echo to the noise Of tinmiths, hawkers, flutes and gongs.

And mothers spanking boys. And as we sniff each whiff we say: "What'er the future may grant 'The memories aroused by thee 'Shall certainly be fragrant." —W. K. in "The Yellow Dragon."

SCHOOLS FOOTBALL

C.E.S. Beaten by The D.B.S.

A fast game of football was played during the week between the Central British School XI and the Diocesan Boys' School XI, on the former's ground at King's Park, resulting in a win for the D. B. S. team by six clear goals to nil.

James Smith, of the C.E.S. who was playing at left back, dislocated his arm during the game. Corporal Lovell, of the Somerset L.I. was referee.

DIOCESAN SCHOOL

(Continued from Page 1.)
DR. KOTEWALL.

Hon. Dr. Kotewall then spoke in Chinese. His eloquent speech was constantly applauded. He concluded by impressing on all Chinese in the Colony that it is their duty to support the school. A broad translation, which hardly does justice to Dr. Kotewall's classical language, is as follows:—

As H. E. the Governor has said, this is an auspicious day for the School; and in the name of the Chinese community I offer Mr. Featherstone, his able staff and the students hearty felicitation. His Excellency has just given us the interesting information that one of the gentlemen of the Colony who rendered such signal service to the School in the early stage of its career was his own uncle, Sir Cecil Clementi Smith. Very few present probably knew that among these helpers was my wife's grandfather, the Hon. Mr. Henry Lowcock, who was a member of the Committee from 1874 to 1880.

It is a strange and happy coincidence that to-day, after the lapse of over half a century, H.E. the Governor and I should find ourselves standing together in the Great Hall of the School, co-operating in rendering service to the institution.

The Diocesan Boys' School has always enjoyed unstinted support from many prominent and busy men because its aims are praiseworthy, and its achievements have been uniformly excellent. The School has been justly renowned or several decades; while in its general scholastic work it has few peers and certainly no superior in the Colony, as may be proven by the results in the Oxford Local Examinations and in the Hong Kong University Scholarship and Matriculation Examinations. Speaking of the Hong Kong University, you may be pleased to hear that in the short period of ten years the School has won no fewer than 21 scholarships and studentships at the University.

Pioneer in Sports

The School has also paid special attention to physical development. I do not think the statement that it is the pioneer, among schools in Hong Kong, of physical culture and outdoor sports can be successfully challenged. It shows a proud record of achievements in cricket, in football, in tennis and in other games. In cricket it has two old boys in the coming Interporet Team, namely, Mr. D. J. N. Anderson and Mr. E. C. Fincher, and a third old boy, Mr. F. Zimmermann, is a reserve.

The Management has also not neglected the spiritual side of the scholars. I will single out one of its activities for mention. I refer to singing. Some of us may wonder why I attach such importance to what is considered by some to be a mere pastime. Well, ladies and gentlemen, to my mind singing is a thing which can do infinite good. It not only affords the singers personal pleasure, because "it washes away from the soul the dust of everyday life," but it also gives to the listeners the same pleasure, thus uniting the singer and the listener in one harmonious spirit. Very true and sage is the remark of Mezzini that "music is the harmonious voice of creation—one note of the Divine concord which the entire universe is destined one day to sound." In a cosmopolitan school where there is such a conglomeration of languages, nothing can better conduce to knit together the students into one family than sports and music, of which singing plays such an important part, for in the words of Longfellow, "Music is the universal language of mankind."

Study of Chinese

Supplementary to this aim is the admirable rule—introduced I think, by Mr. Featherstone,—that all students, irrespective of race or nationality, must take up the study of Chinese. This shows Mr. Featherstone's wisdom and far-sightedness, for from even the materialistic point of view, it is good for the students, most of whom are likely to spend their lives in South China after they leave school, to have a knowledge of the Chinese language and its literature. Looking at the matter from a high plane, the study of Chinese cannot but knit together the varied nationalities into one harmonious whole. The School is therefore a preparation ground for that international concord which His Excellency has so much at heart. Truly, this work is in accord with Confucius's dictum that education knows no distinction of class.

It is no exaggeration to say that the Diocesan Boys' School is known in all corners of the globe. As pointed out by His Excellency, students come not only from all the provinces of China, but from such distant places as Europe, North and South America, Australia, and even South Africa.

Good Name

This good name has been built up by the devotion and hard work of the School Committee, of those who have had its immediate administration, and of the members of the teaching staff. Among these

(Continued on Page 22.)

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Hongkong Sunday Herald.

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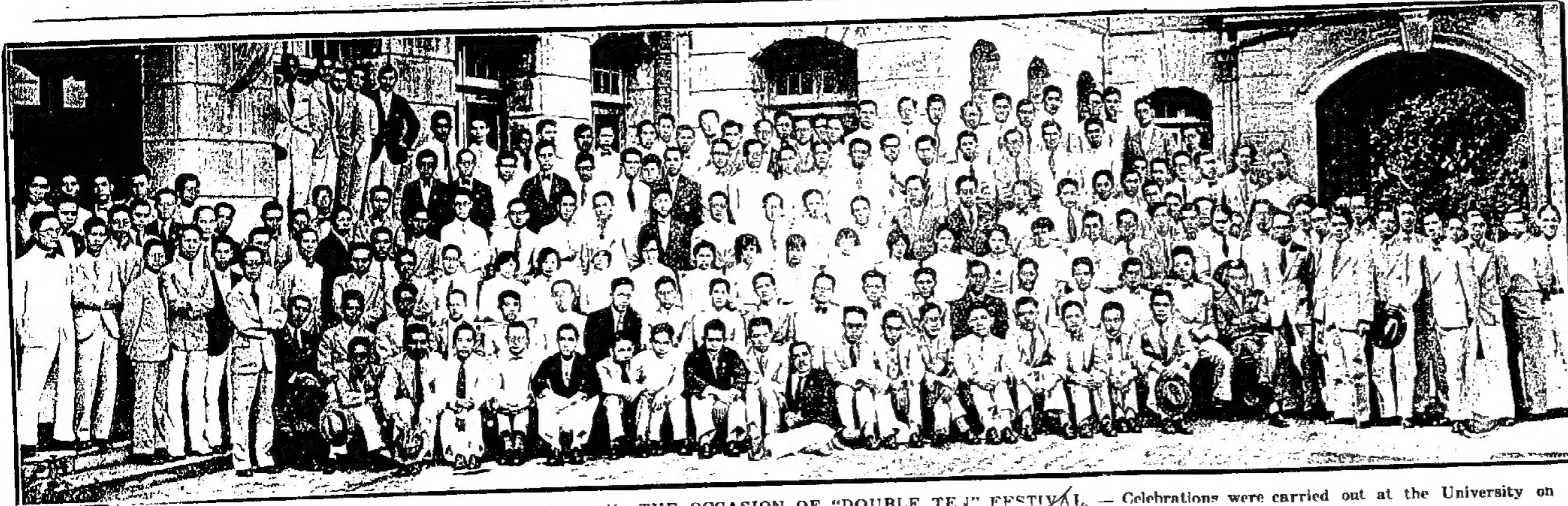
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HONG KONG, SUNDAY, NOVEMBER 3, 1929.



UNDERGRADUATES OF THE UNIVERSITY, HONG KONG, ON
October 10, it being the anniversary of the outbreak of the Chinese
Revolution, and therefore China's National Day. Undergraduates
of both sexes are seen in the above group taken to commemorate
the day. (A. Fong)



"UNDER A MOONLIGHT NIGHT."—A silhouette study in photography
by Mr. Ma Chiu-kui, showing a friend with a violin.



DAISY O'KEEFE'S PUPILS.
Charles Gray and Miss Billie
Field, who will take part in a show
to be presented shortly by Miss
O'Keefe, predecessors of which
have resulted in substantial dona-
tions to charity.



IN AN APACHE DANCE.—
Charles Gray and Miss Nellie
Field, two more of Miss O'Keefe's
highly talented pupils, all of
whom will be welcomed by the
public.



"STILL GOING STRONG."—A modified form of
racing in Hong Kong,
taken by Mr. Ma Chiu-kui, late in the day.



7TH EXTRA RACE MEETING.—At the race course, Happy Valley, last
Saturday, Mr. F. Label's Sunshine being led in after winning the Bonham
Handicap "C" class, six furlongs (Mr. G. A. Harriman up).—
(K. Fujiyama)

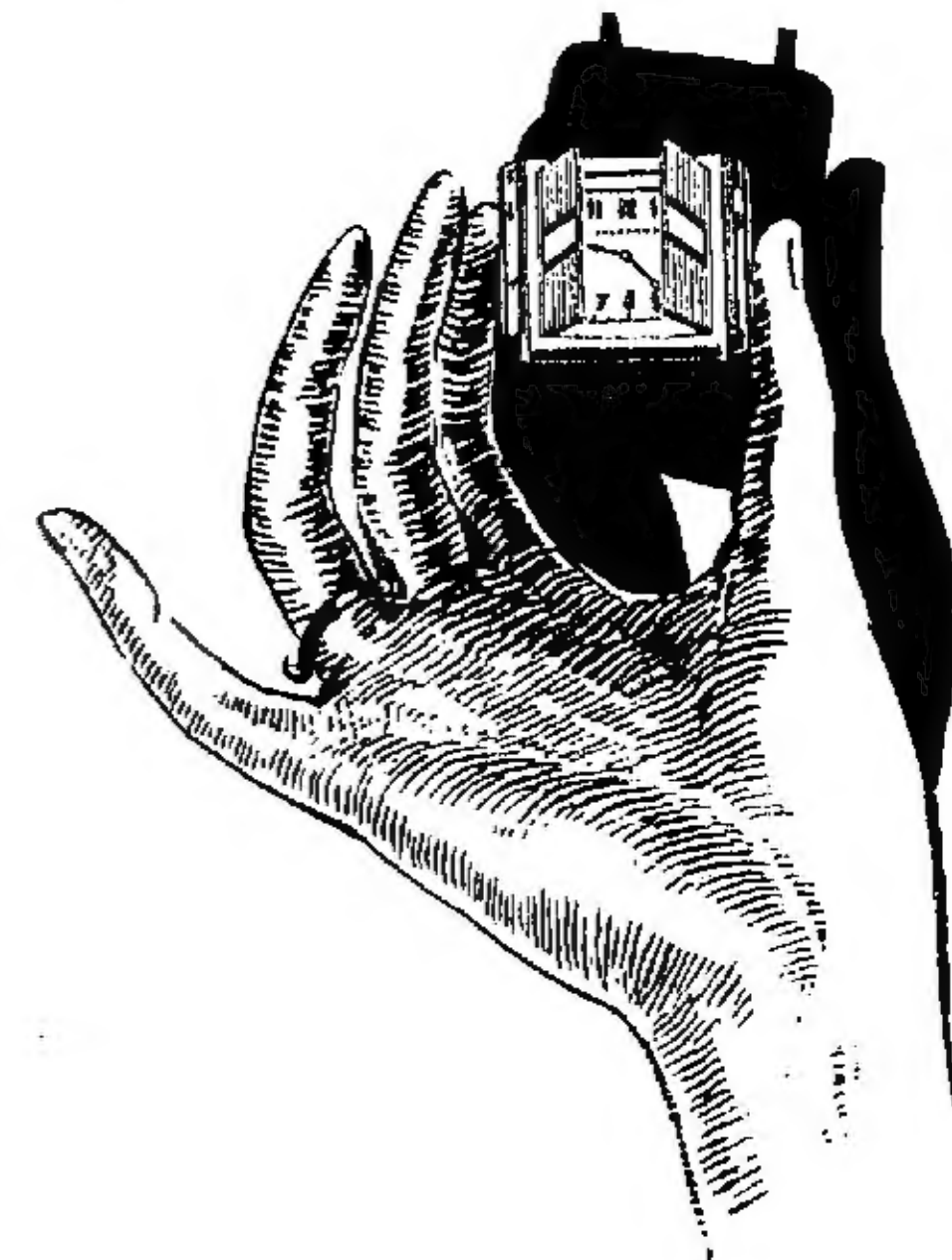


MR. LALCHAND WATANMAL.—Group photograph taken on the Peninsula Hotel roof garden on the occasion of the tea party by the Hindu
Association in honour of Mr. Lalchand Watanmal, prominent Indian business man, who is making a tour of the Far East. Mr. Lalchand is seen in
centre of table at the rear, with Mr. Soonderam (President of the Hindu Association) and Mr. T. A. Mahtani (Secretary) on his right hand).—
(A. Fong).



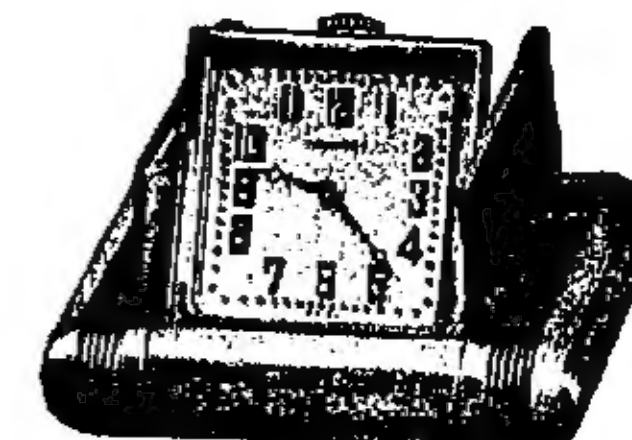
DIOCESAN BOYS' SCHOOL'S SIXTIETH BIRTHDAY CELEBRATIONS TO-DAY.—One of the most famous of British schools along the China Coast is on fete on account of its diamond jubilee. The festival began yesterday and
continues to-day at the School, in Kowloon. On the left is Mr. W. M. B. Arthur, the first Headmaster, who officiated from 1870 to 1878, when he was succeeded by Mr. G. Piercy whose photo, (with Mrs. Piercy's) appeared in yes-
terday's "China Mail." After Mr. Piercy, the Rev. V. F. Featherstone, M.A. (Oxon), was appointed in 1918. He is seen on the right. During his regime, the School moved from its old site at Bonham Road to Kowloon. A view of
the new school buildings and spacious grounds appears above.

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4, Ching Yuen Malo,
West Bund, CANTON.



CHINA'S LONG RIVER.—A view
of the Gorges on the Upper
Yangtze River, taken by Mr.
E. C. Thomas after his walking
tour through Yunnan.



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The Woman's Page

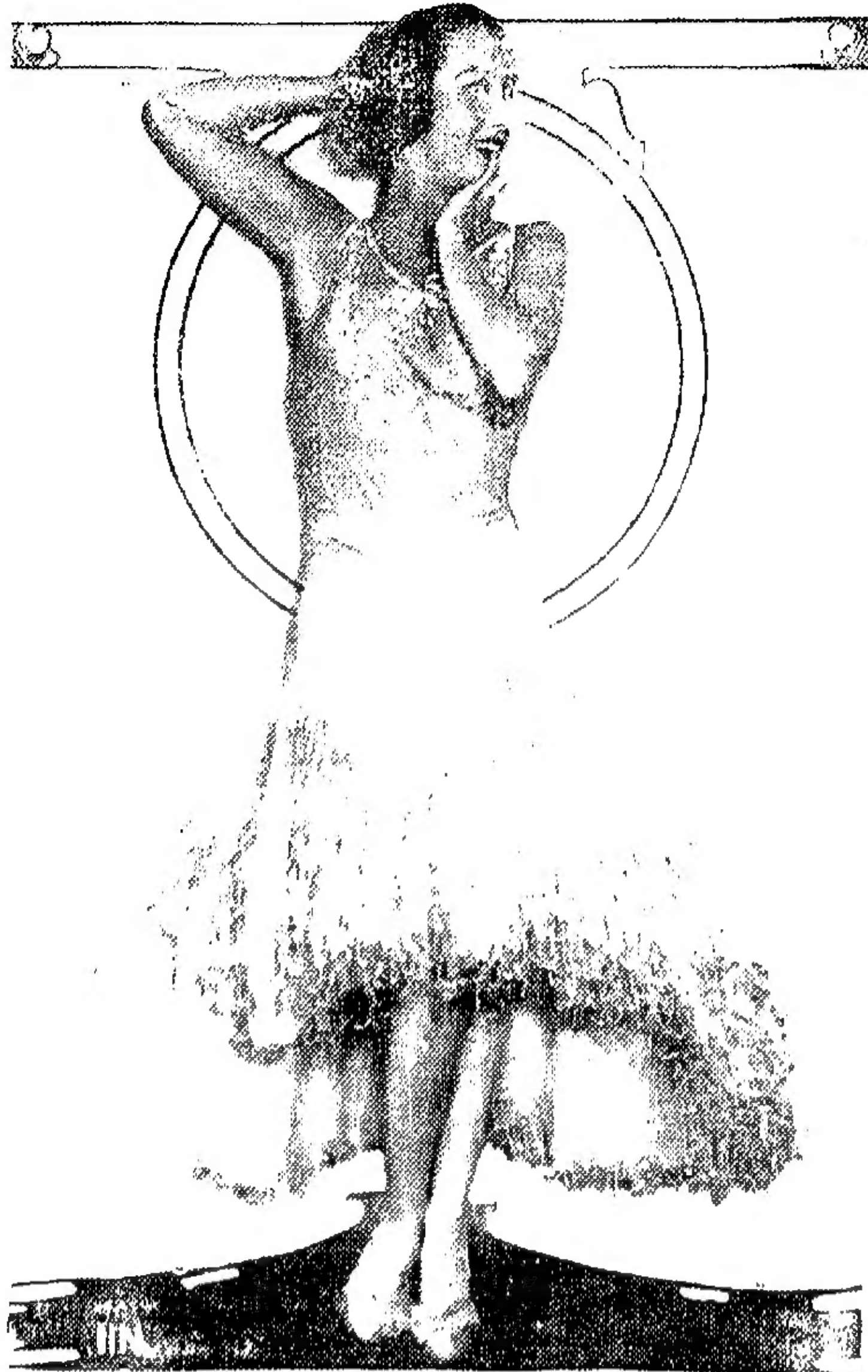


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Joan Plunders the Ostrich



Joan Plunders, the famous ostrich plucker, has chosen this costume for her latest performance at the Hollywood Theatre. The dress is made of ostrich feathers and is trimmed with ermine. It is a very beautiful and elegant costume.

DAYTIME DRESSES

For the daytime, there were a lot of smart and elegant dresses. The most popular was the long, flowing dress made of silk or satin. It was often trimmed with ermine or fur. There were also many dresses made of cotton or linen, which were simpler and more practical. The colors were mostly in shades of blue, green, and brown.

HATLESS WOMAN

Asked By Vicar Not To Enter Church

A woman who was about to enter St. James's Church, New Brighton, Cheshire, recently without a hat to see a wedding, was asked by the vicar, the Rev. Charles Dodge, not to enter.

The Bishop of Liverpool (the Right Rev. A. A. David) questioned about the incident said:

There have been cases where hatless women have been asked to leave. Personally, I should like no exception to hatless women if I were conducting, say, a special service for rambles.

Canon C. E. Raven, of Liverpool Cathedral, said that he would raise no objection to a woman entering the cathedral without a hat.

RED, WHITE AND BLUE

Very attractive is a three-quarter length, collarless coat of unlined navy jersey, with an inserted border of red white and navy braid. The pleated skirt had a jumper of the same with narrower lines of the braid. It may sound gay, yet it was decorated with such discreet touches that it could be worn on almost any occasion.

Side by side with this desire for a sports mode of masculine trend, the growing desire for more feminine fashions. Even the most sombre serges have the finger collar and cuff worked with elaborate embroidery and delicate handwork. Certain designers who feature puritanical simplicity, this year make a point of introducing light and feminine touches. The handwork that was so prominent at the garden parties and smart functions this season will appear in exquisitely-embroidered silks, satins, pannes, cambric and laces.

The quaint charm of the scallop is also recognised. Softest panne or crepe de Chine is used for many of the afternoon frocks under the long cloth autumn coat. A line-coloured panne with tiny black and yellow spots is arranged with a scalloped edge in black and yellow silk; the band which effectively marks the waist consists of strands of the three colours. A scarf collar of the silk carries out the colours of a chameleon beret in similar shades.

Nice Leopard Lady



Racquel Torres, screen star, certainly enhances her natural attractiveness with this colourful leopard skin coat. Fashioned in straight up and down lines it is exceedingly youthful and a genuine asset to any girl's wardrobe.

TAPESTRY BROCADES

Evening coats at the Fashions Exhibition at Olympia showed a tendency to follow the highwayman line, with full skirts, slender waists and huge collars and cuffs. Several were made from brocades, the pattern on which had been copied from old tapestries. A modern note, however, was a silk tapestry brocade patterned with modern buildings copied from posters.

Short evening cloaks were also much in evidence, briefer than those we have hitherto worn. The motto seems to be, in fact, the longer the skirt, the shorter the cloak.

LUCKY PRINCESS

A Miniature Easy Chair From the King

A present which Princess Elizabeth has had very much pleasure in accepting is a miniature easy chair which the King has just given her. This originally belonged to King Edward. It was made for him in 1848, when Queen Victoria took him up to Balmoral for the first time and discovered that in the then rather cheerless and not too comfortable State room at the Castle, there was not one chair in which the little Prince Edward could sit and look as if he were at ease. He slid about on the hard, shiny surface of the Castle armchair, and though it was not the old Queen's way to indulge any of her children, she had this little chair made for her eldest boy, with the back and sides of it upholstered in the Stuart tartan.

Rose Brocade

Now that Princess Elizabeth is to have the chair, Queen Mary has had it renovated and beautifully upholstered in an old rose brocade, thickly powdered with tiny golden stars. The front legs, in spite of polishing and repolishing, still show signs of the dents and scratches which are the result of kicks by restless little feet. But the chair is a very comfortable one for a child, although if the Princess continues growing as quickly as she is doing at present, it will hardly fit her for many more years. Just lately she seems to have shot up, and promises to be tall like her Royal grandmother, to whom she bears a striking facial resemblance.

BLOUSE AND THE BROOCH

For the revival of the shirt and blouse, the jeweller presents all sorts of lovely trifles in cuff-links, tie-pins, shirt-buttons, and brooches.

A red-and-white striped shirt has tiny links and shirt-buttons of red enamel, with a surround of small diamonds. A white chiffon and lace blouse may have the fichu caught with a diamond-and-onyx brooch, with cuff-links and buckle of the same.

Then the dainty little lace brooch has also come back. It makes an ideal bridesmaid's present. Sometimes in the form of initials in diamonds alone, or mixed with coloured stones, or the little bow-brooch in diamonds of "Louis" trend.

With chiffons and laces, the pearl string is back in its place, and the sports necklace of metal must be severely relegated to wool.

New Way to Get Thin



Girls, here's a new way to attain a slim figure without going through the rigours of diet. Just take up parachute jumping like Arvita Rogner (left) and Winifred Zinkner (right), two misses who claim that this form of aerial acrobatics will take the weight off anyone in short order. Of course you want to be sure to open your parachute en route to the ground.

GRACEFUL TRAINS

Many of the mannequins at the Fashions Exhibition at Olympia had something the appearance of mermaids, for their dresses were arranged at the back with graceful, draped trains. The frocks, in some cases, were fastened at the sides with hooks and eyes, in the old-fashioned way, to give the woman who does not want to adopt the

Eighteen Day Diet a chance to wear them.

One fragile frock of black and white chiffon had its skirt extended a foot-and-a-half along the floor.

A few gowns were made of satin cire, which shone like patent leather, and several designers had tried to find original ways of posing flower ornaments, placing them in the small of the back, or on the shoulder-blade.

ALEXANDER'S INSTITUT DE BEAUTE

ALEXANDER'S PERMANENT HAIR WAVING is the Ideal Wave. It is a new way of winding the hair from the ends toward the scalp—large, soft, smoother and more natural.

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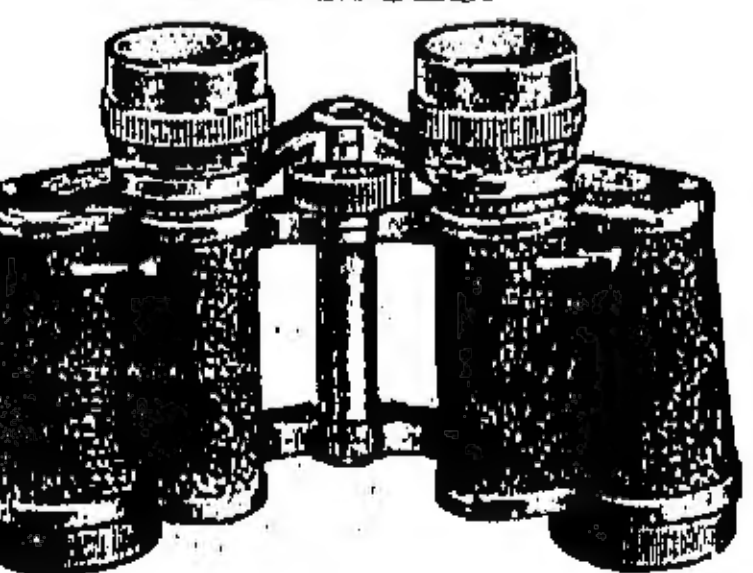
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NEW HATS and SPORTS SUITS

EVE

FOR THE FESTIVE SEASON

We have Just received an exceptionally fine array of

EVENING DRESSES.

PEDDER STREET.

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SIMPLICITY IN BLACK AND WHITE.—This smart afternoon gown is of the newest French black and white speckled material, the skirt being cut with a very subtle flare in front, and cut away to show a panel of the same material. The bodice has a beautifully pleated white georgette vest, while black and white piping are used to finish the long V-neck line, ending with a bow. A belt of the material finished with a black and white buckle, encircles the higher waist line.—NINETEEN, London.

ROUND THE GLOBE IN PICTURES

Commissioner for Foreign Affairs Entertains Consular Body



The dinner given by the Commissioner for Foreign Affairs of the Government of the Republic of China, Mr. Hsu Shi-shan, to the members of the consular body in Shanghai, was a very formal affair. The dinner was given in the Grand Hotel, Shanghai, and was attended by about 100 guests.

Burned to Death



Representative O. J. Kvale of Minnesota was burned to death in a fire which destroyed his cottage on the shores of Otter Lake, Michigan.

Volstead Runs Again



Volstead, who was elected to the U.S. House of Representatives in 1928, is running for re-election in 1930. He is a member of the House of Representatives from the State of Ohio.

Solving the Palestine Problem



The British Labour Party asked a number of well-known British Jews to serve on a committee to aid in solving the problems which are connected with the Jewish question in Palestine. Among those on the committee are: (Left to right) Lord Melchett, Sir Philip Sassoon, Lord Reading and Sir Herbert Samuel.

Senator Quezon Entertained By Chinese Public Bodies



Senator Manuel Quezon, President of the Legislature of the Philippine Islands, who was in Shanghai for a short stay, was the guest of honor of ten Chinese public organizations at a dinner given at the Chinese General Chamber of Commerce. A very representative gathering of prominent officials of the various organizations was present. Mr. Wang Shao-lan, who presided, welcomed the Filipino leader with a lengthy speech, to which Senator Quezon suitably replied.—(Ah Fong).

Socialist Leader



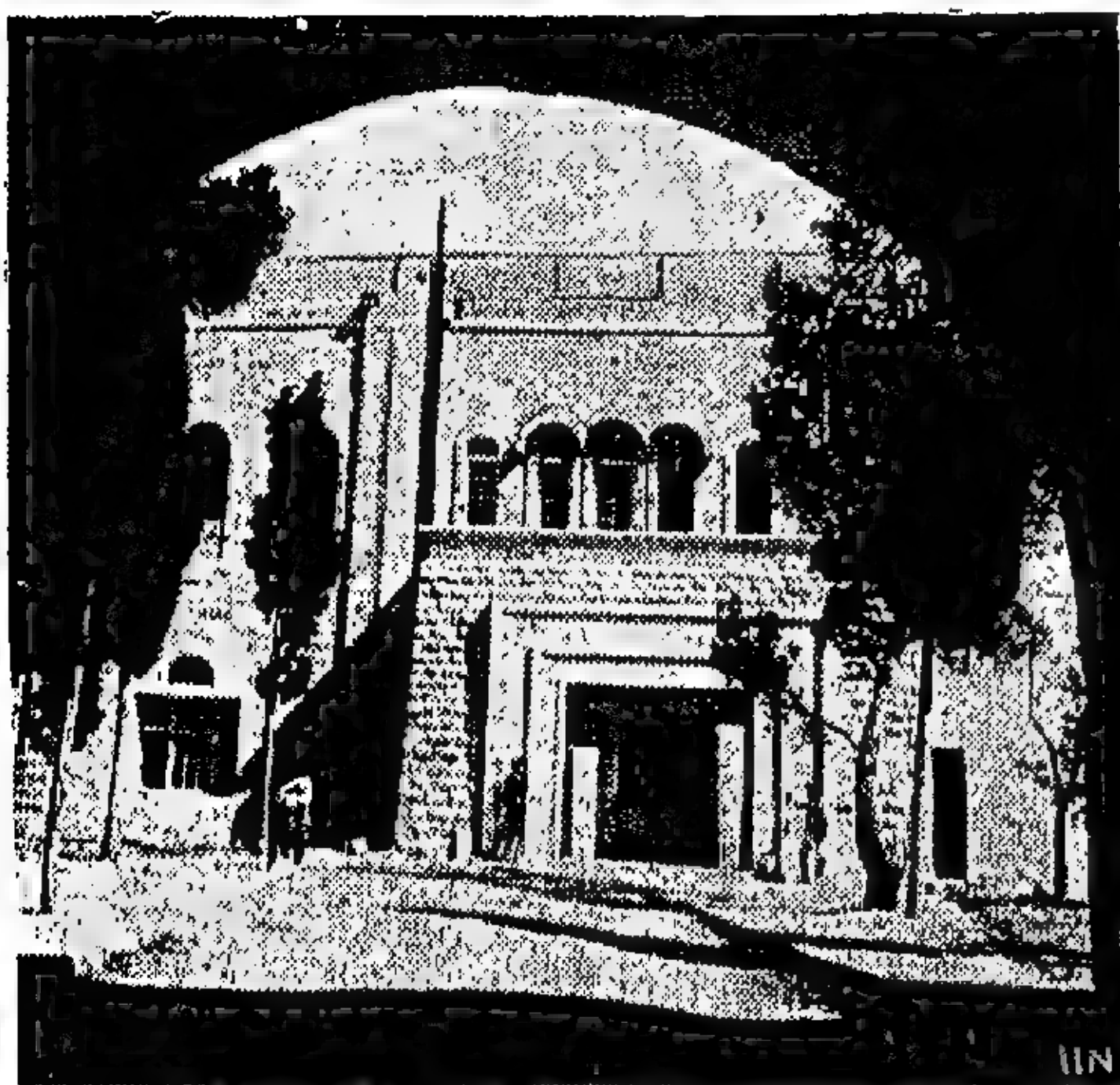
Morris Hillquit of New York, who for years has been among the most prominent Socialists in America, is now national chairman of the Socialist Party.

Corporation to Build Huge 'Planes



Announcement has been made of the formation of the Aviation Company of America, which will soon construct the largest planes yet built in that country. Among those interested in the new venture are Harry H. New, (left) former Postmaster General, W. B. Harriman, (centre) of New York and General Mason Patrick, former Chief of the U.S. Army Air Corps. The new planes will carry from thirty to sixty persons and will be modelled after the German Dornier Do-X.

Hebrew University



The Hebrew University at Jerusalem where Arab tribesmen attacked the college during the recent outbreak in Palestine.



Toothache

with its sudden sharp twinges, or its long-drawn-out boring or raging pain, may drive its victim to sheer despair. Waste no time in trying other remedies—they merely prolong your torture—but take the best help—rapid and reliable—in all painful conditions:

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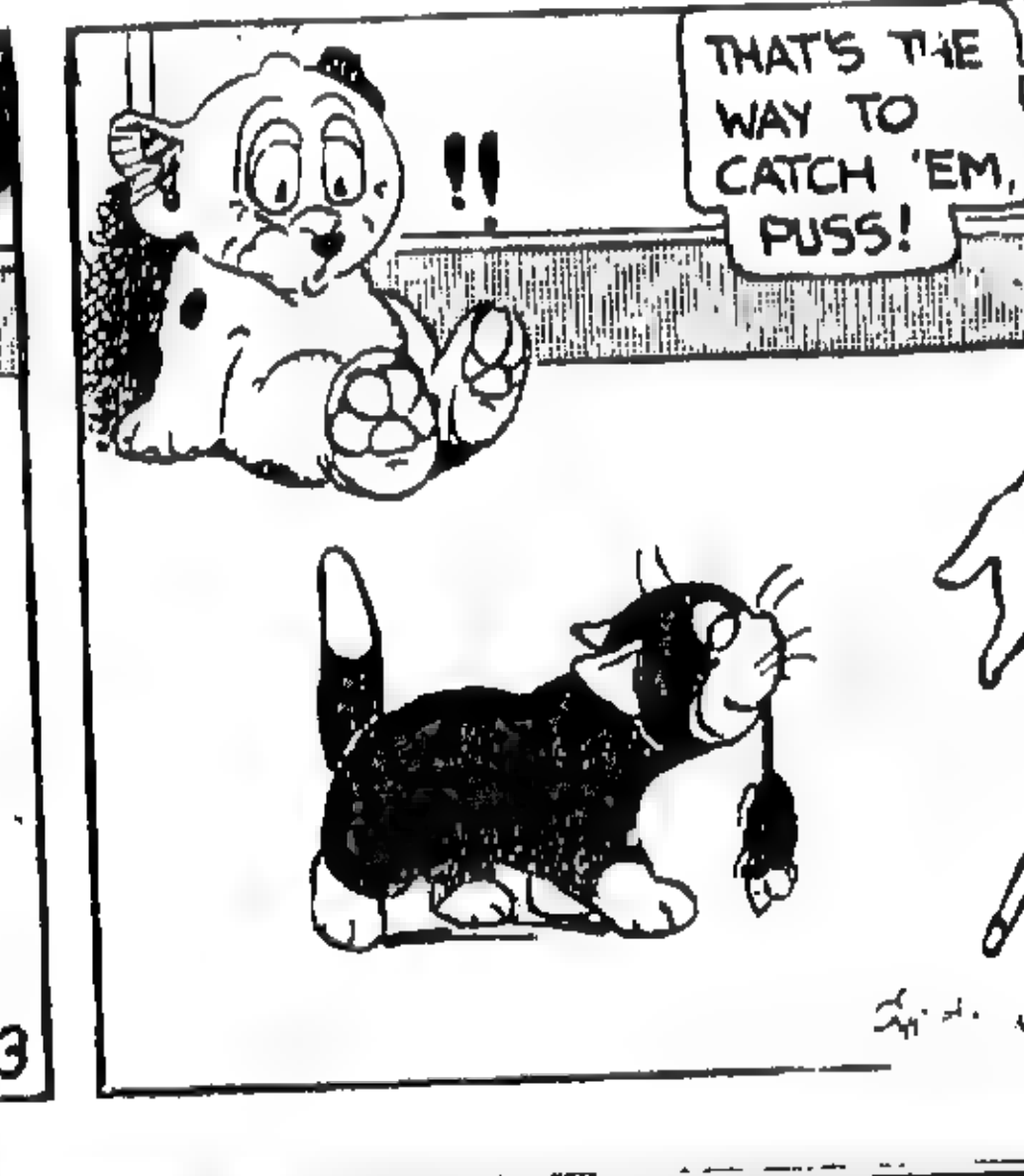
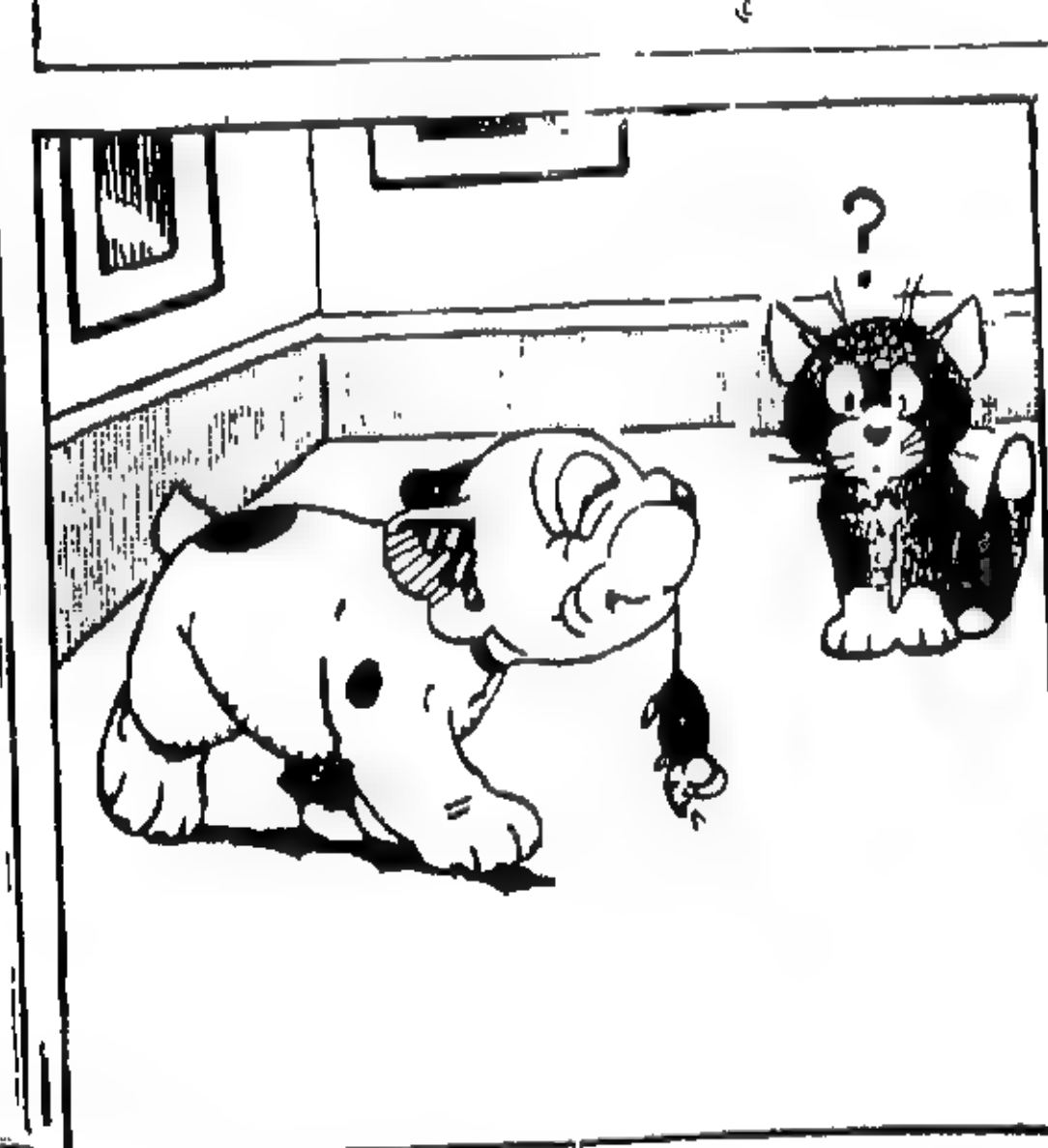
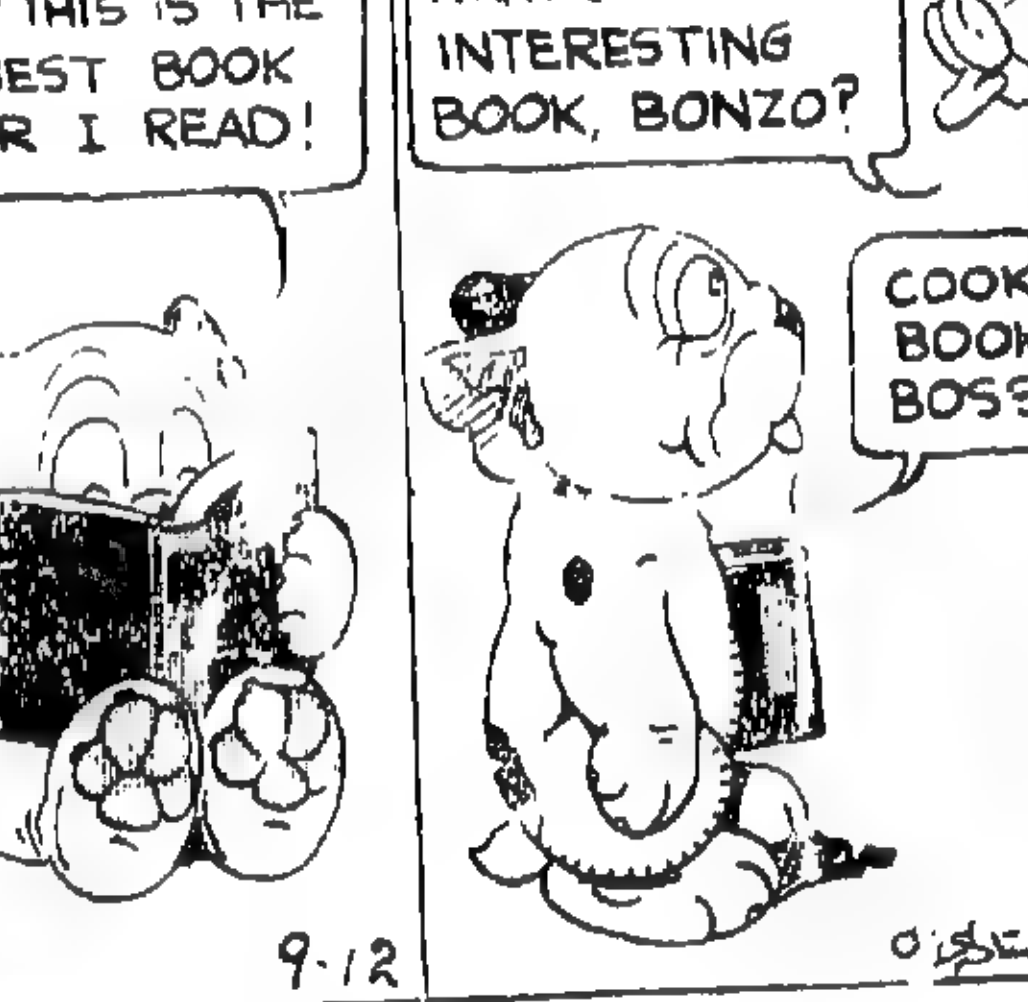
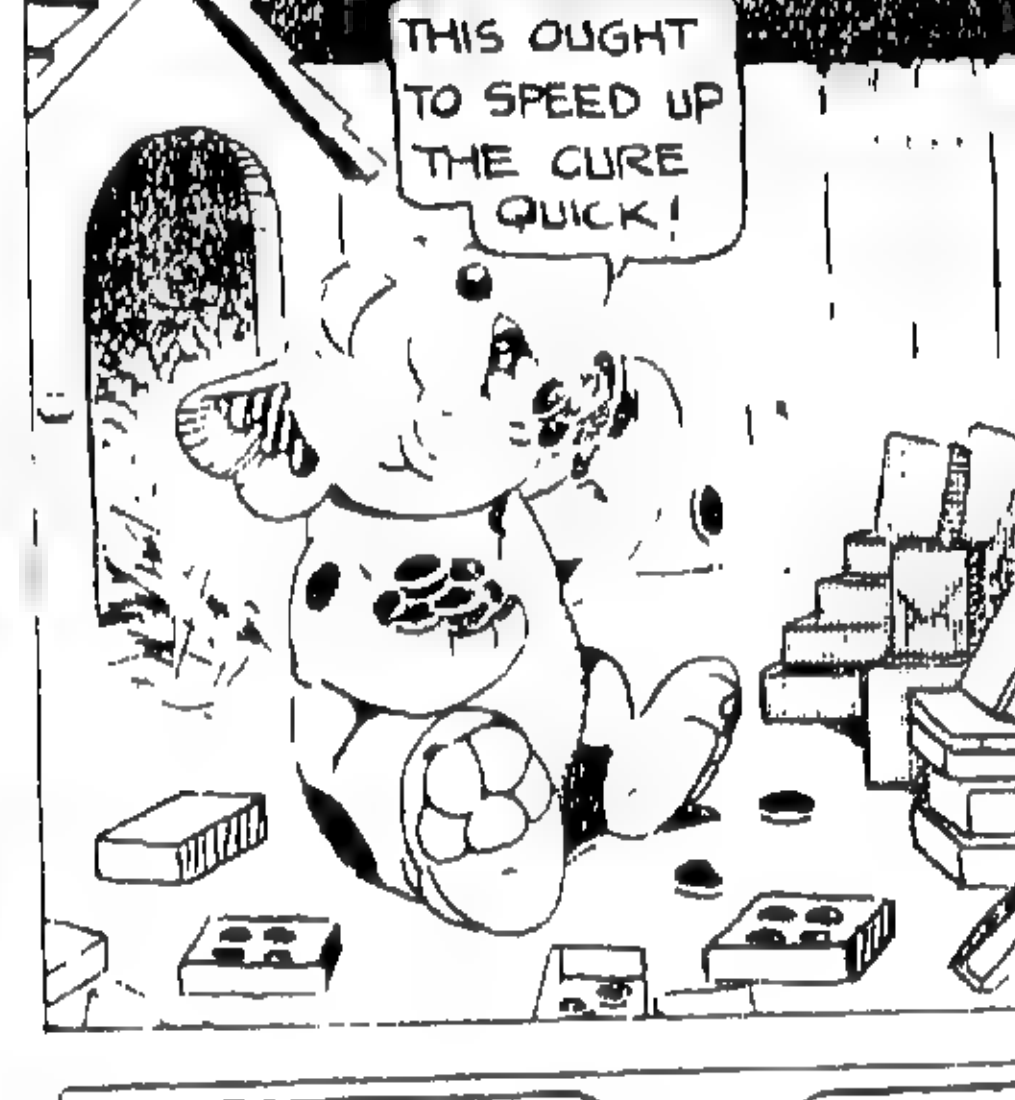
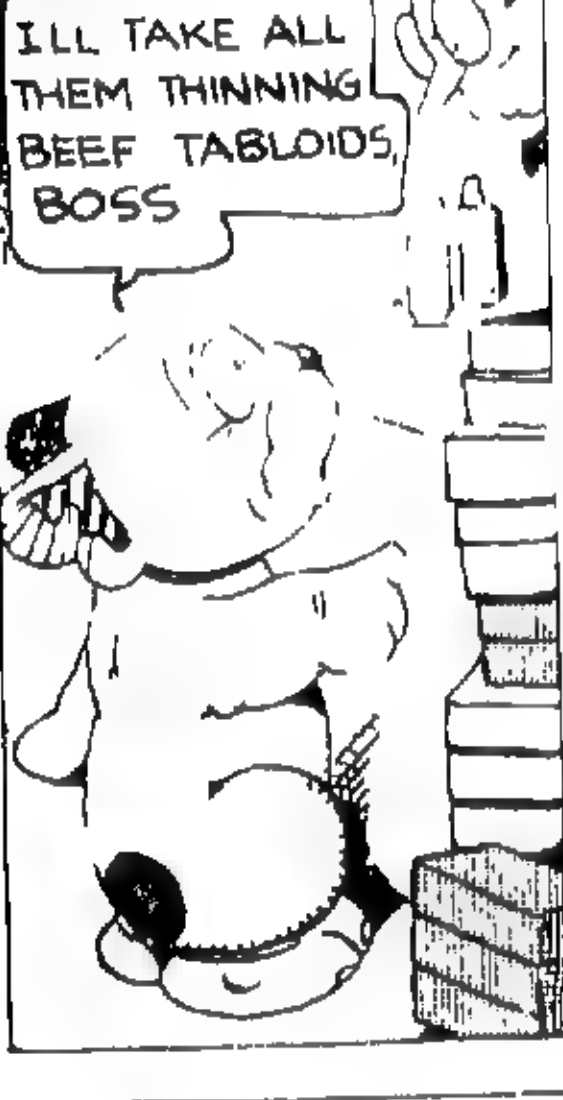
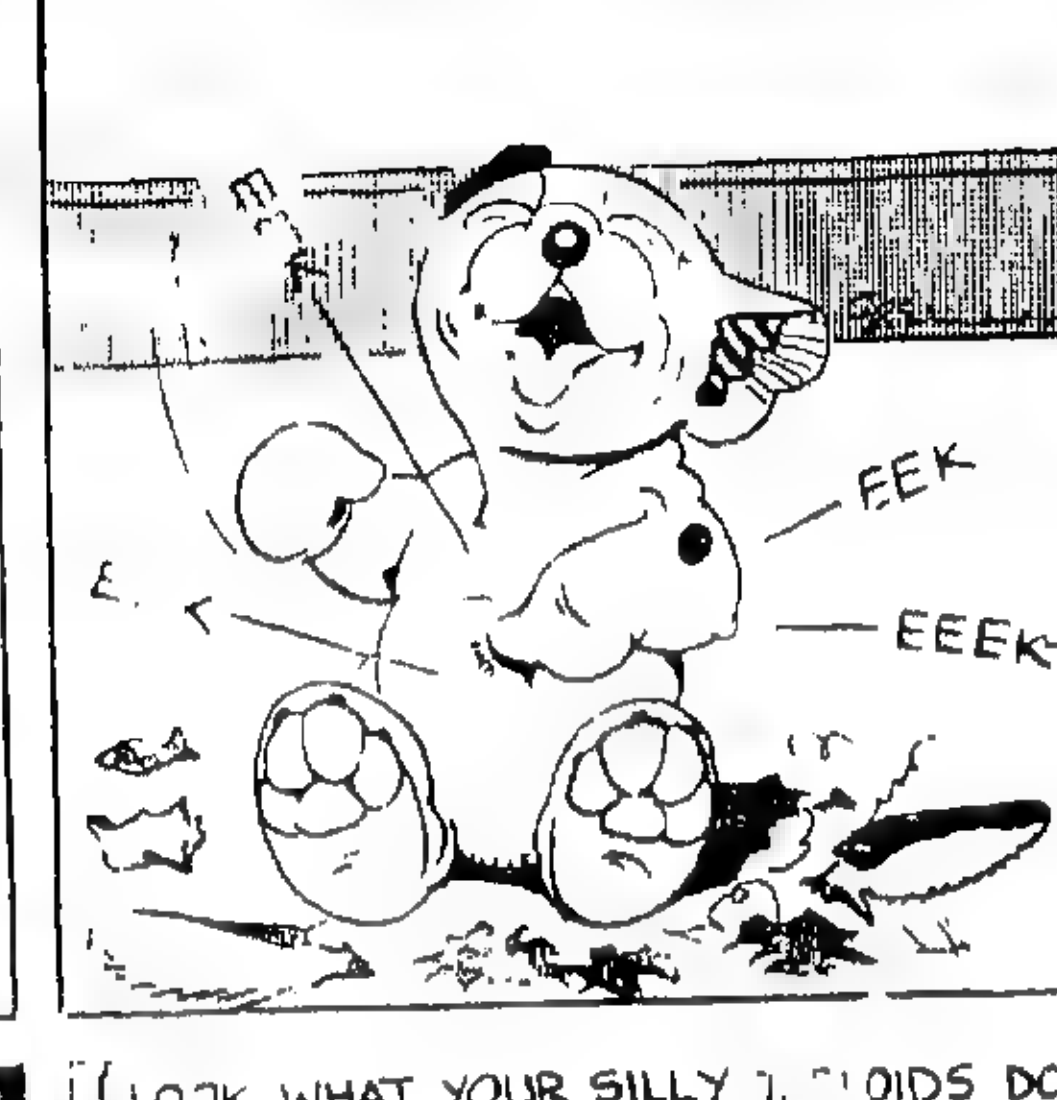
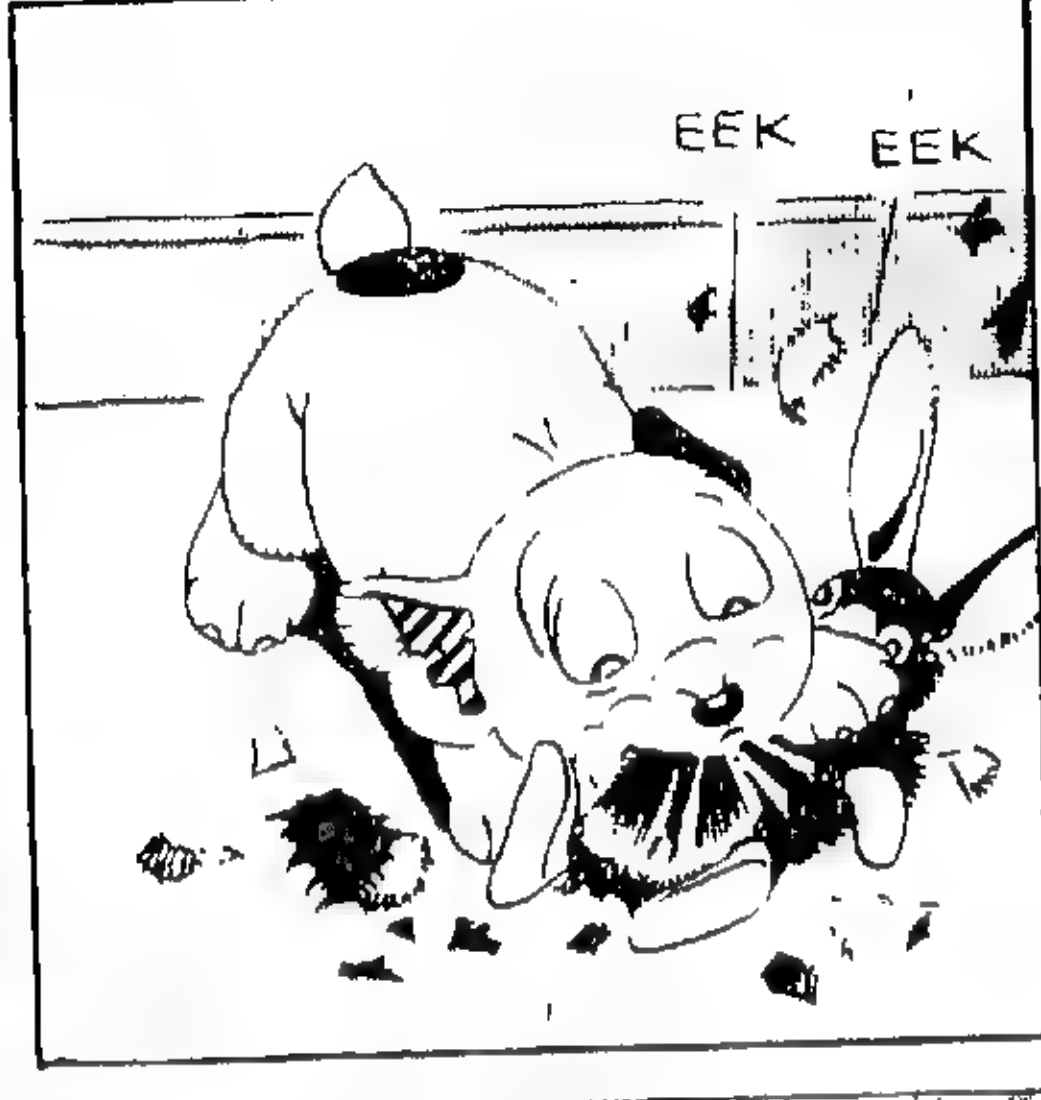
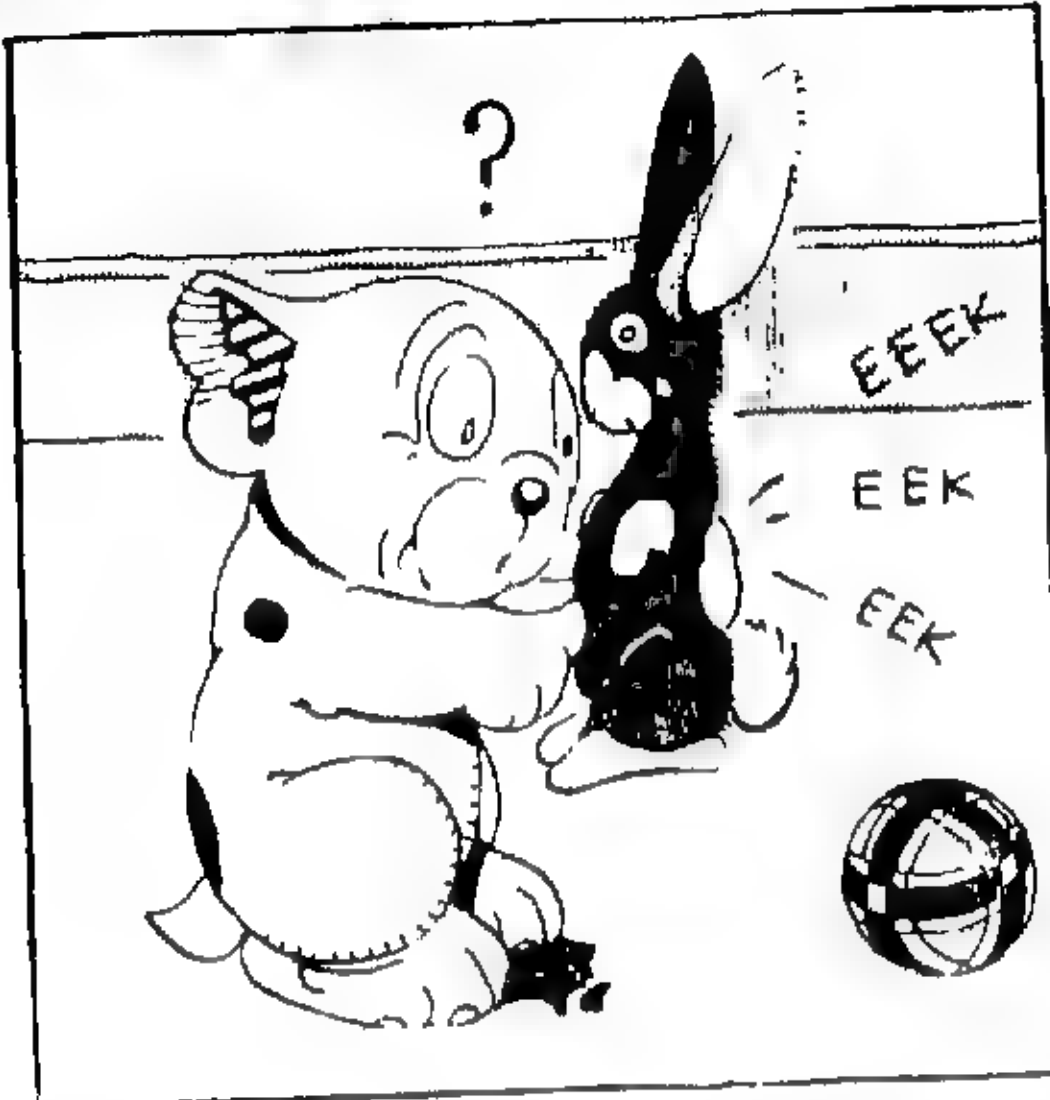
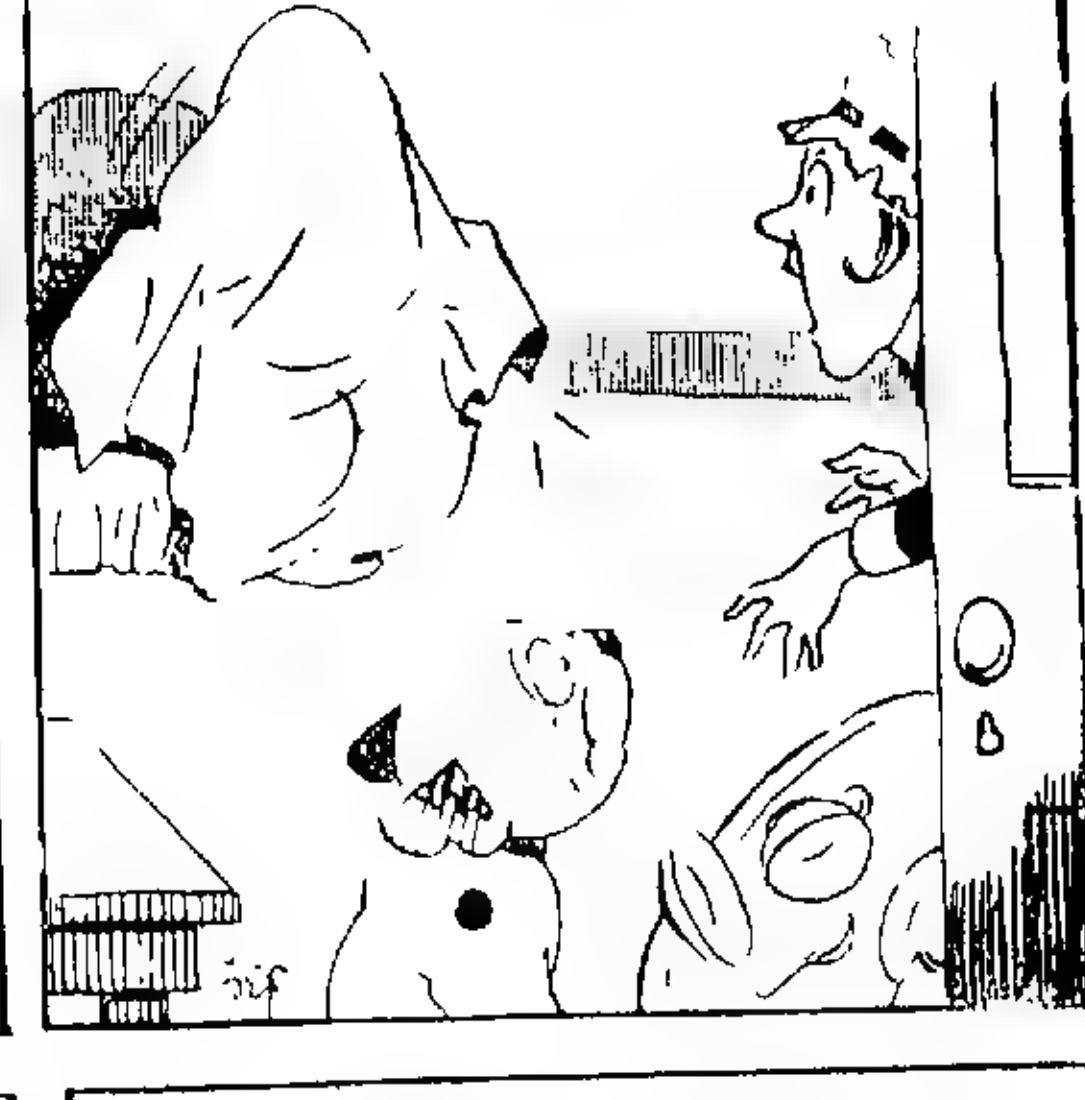
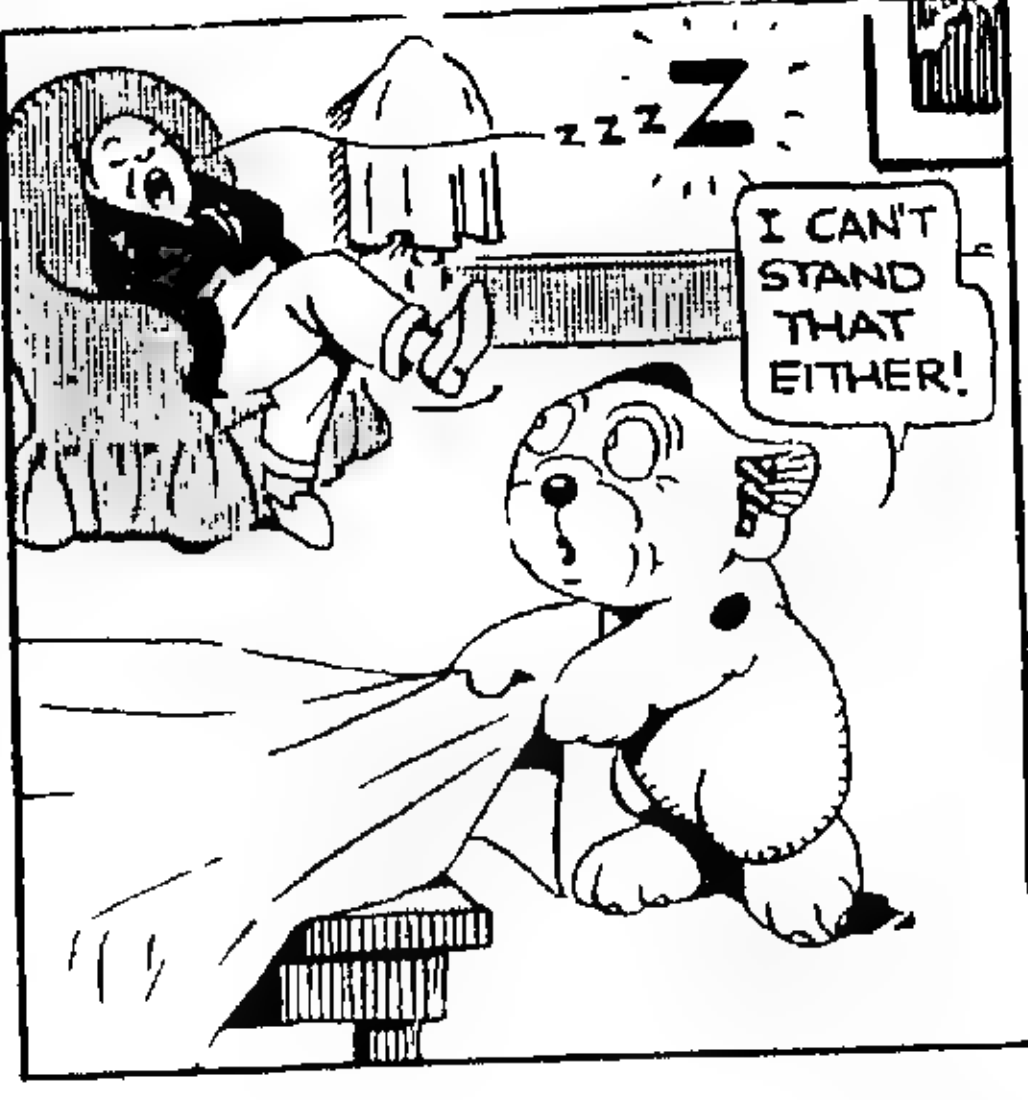
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By George Studdy



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FOOTBALL

(Continued from Page 4.)

which the visitors would have obtained a more decisive victory. Both Gardner and Martin have been seen in better form at back, while Davey was the only half to give of his best. The forwards were all at sea against what is probably the best defence in the Colony. McIlindray showed flashes of brilliance at times, but for the greater part of the game he was too well guarded by Hedley to be really effective. Reeves was not a success at centre forward, and one is inclined to wonder if it would not be a wise move were the Borderers to try Crawley, their prolific second team goal scorer, in this position.

The game was well worth seeing from every point of view, the tactics of both teams being sportsmanlike personified throughout.

Division II.

SOMERSETS v. EASTERN

This match was originally arranged to take place on the Chatham Road ground, but owing to the condition of this enclosure the venue was transferred to the Club ground. Teams lined out as under:

Somersets: Reano, Lawrence, Verrier, Savaget, Mead, Chidgoy, Guest, Earley, Donnell, Hicks, and Evert.

Eastern: Da Silva, Cheung Lap fan, Lui Ting-choy, Leung Yan-hung, Lau Ching-yun, Tso Posh-see, Lee Bing-tong, Ng Ying-kee, Salleh, Fung Yu-wai, and Sabhan.

Referee: Mr. Anderson.

Play had not been in progress for long when Earley opened the scoring for the Somersets.

The Eastern retaliated with several fierce attacks. Sabhan playing his usual brainy game at outside left, while Salleh did well in the centre. Mead was a great despoiler, however, his height giving him a great advantage against the diminutive Eastern forwards. Donnell, Earley and Evert shone in the Somerset forward line, but missed opportunities were the order of the day.

Shortly before the interval Sabhan twisted his ankle when taking a corner kick and although he was able to resume after, he was more or less of a passenger.

In spite of this disadvantage Eastern played up strongly on resuming and Salleh managed to equalise with a good shot. A few minutes from time the Somersets obtained the winning point, Hicks putting a centre from Donnell into the net well out of Da Silva's reach.

Result:
Somersets 2
Eastern 1

K.O.S.B. v. RECREIO

Borderers Run Amok at Sookumpoo

At Sookumpoo the Borderers achieved the highest score of the season by winning to the tune of ten goals to nil. As the result suggests, there was only one team in it from start to finish, and Recreio were completely outplayed in every department. Crawley gave a fine display at centre and is worthy of serious consideration as a candidate for a place in the first team. He was instrumental in obtaining four of the goals, while Stevens, who was also in lively mood, obtained three. Geggie (2) and Rice (2) brought the tally up to double figures.

Recreio only gave Fox one shot to deal with throughout the whole game, consequently the defence was never seriously troubled. Barham was again the best of the half back line, and Rice gave a pleasing display at outside right in a forward line which is the proud possessor of a unique goal average, 37 points having been recorded so far this season, while the defence has only been pierced on four occasions. It seems fairly safe to prophesy that they will leave the Colony in possession of the League Championship.

Result:
K.O.S.B. 10
Recreio 0

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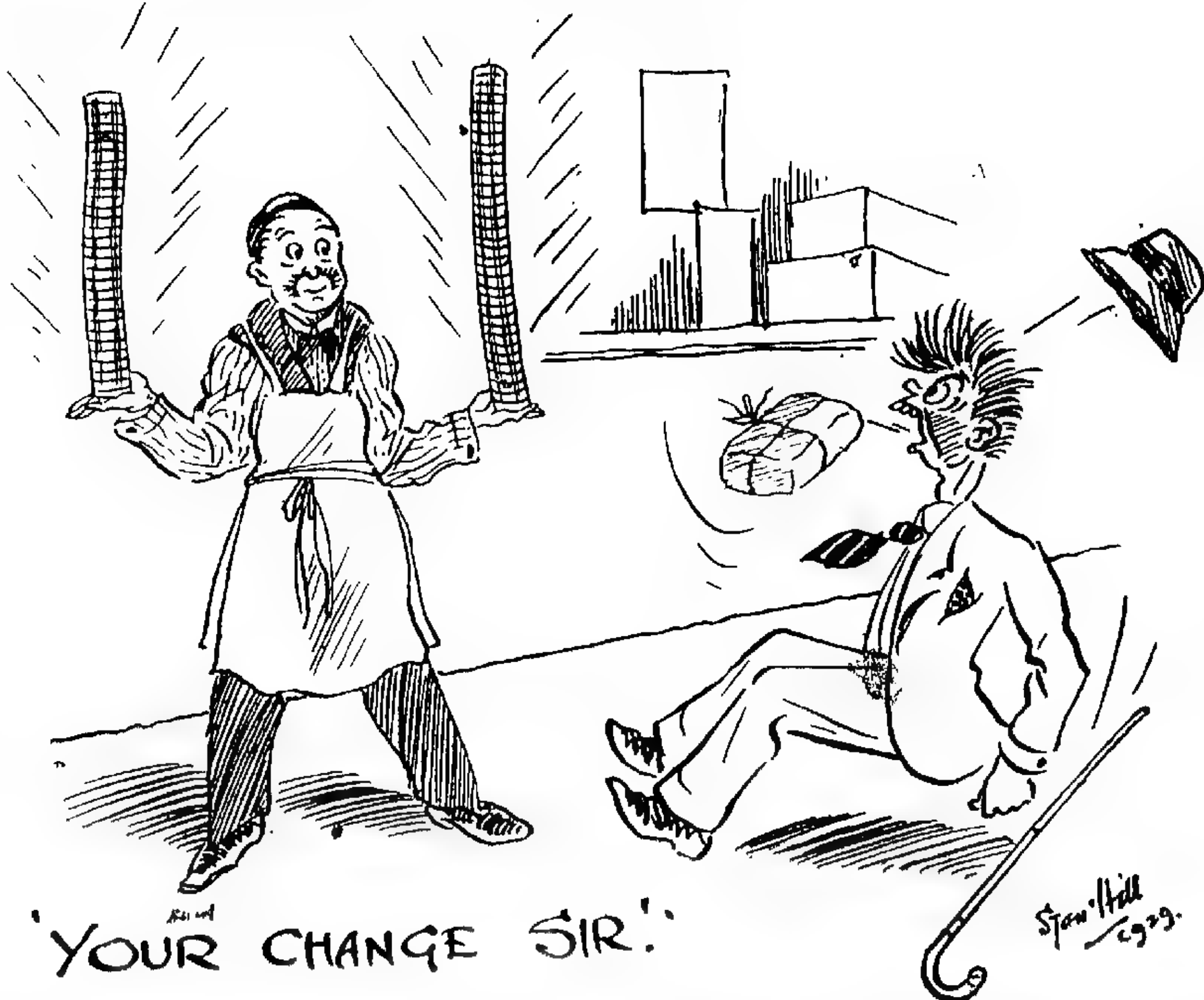
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ONE ASPECT OF THE SILVER DOLLAR CURRENCY.

SOUTH CHINA "A" v. NAVY

Draw Game at Caroline Hill

Navy met South China "A" at Caroline Hill in a game of considerable interest, although the final result was a goalless draw.

Teams:
Navy: Buckingham, Abbott, Hermin, Mellie, Gregg, Lewington, Clarke, Sorbie, Gould, Fleming, and Dicks.

South China "A": Wong Kie-leung, Lau Kiu, She To-hoy, Ip Koon-wing, Sue Ping-shun, Fung Man-ki, Tsang King-ki, Tam Kong-pak, Cheung Chit-wing, Chan Yuet-kin, and Ip Yau-sam.

Referee: Pte. Lamb, R.A.M.C.

From the commencement it was obvious that both teams were well balanced and keen, and that an interesting game was likely to follow. In this respect the spectators were not disappointed. South China opened the attack, Cheung Chit-wing passing the ball well to Ip Yau-sam who got the ball well to Ip Koon-wing who lost it to Dines, who made his debut for the Navy. Play then became very fast. Gould was in remarkable form and, assisted by Dines, he brought off some very clever runs. Wong Kie-leung was in tip-top form in the South China attack, and by the time the whistle blew, both sides were clean.

On resuming, the Navy tried to force the issue by a heavy bombardment of the South China goal and Fleming had bad luck, striking the cross-bar with a well timed shot. Tsang King-ki played a brilliant game on the right wing and did not miss many opportunities. Ip Koon-wing and Sue Ping-shun excelled in the half back line and were formidable obstacles to Gould and Sorbie on frequent occasions. In spite of gigantic efforts on both sides the final whistle blew with no goals to record.

Result:
South China "A" 0
Navy 0

R.A. v. UNIVERSITY

Poor Display by Artillery

The Gunners were below strength and gave a lamentably weak display throughout. Nothing was scored for the first twenty minutes, then Chambers managed to beat D. Oppenheim from a corner kick taken by Rodgers.

Both teams repeatedly missed the simplest of chances, Brigeman being greatly at fault in this respect for the Gunners, while Y. Boon and S. Wong had similar opportunities for University. The interval arrived with Artillery leading by the only goal scored.

On resuming, the Gunners were pressing almost continuously, but their efforts at scoring were futile. The University on the other hand made tracks for goal with method and determination, and found the R.A. defence rather shaky. P. P. Kho got

through to score the equaliser, and S. Wong put his side ahead shortly afterwards. The game petered out into a wretched display, and P. P. Kho put the result out of all doubt by obtaining a further point just before the close.

Result:
R.A. 1
University 3

KOWLOON 2nd v. R.A.M.C.

R.A.M.C. Disappoint Supporters

This match, played at the Kowloon Football Club's enclosure, resulted in a fortunate win for Kowloon by the odd goal to three. The Medicals were pressing for fully two-thirds of the game, but inability to shoot when in a favourable position, lost them the game.

Teams:
Kowloon: Angus, Jun Campbell, Hannan, Moore, Nicholls, Seddon, Eastman, Ferguson, Moss, Coates, and Buckford.

R.A.M.C.: McGowan, Smith, Pritchard, Wake, Dodson, Thomas, Elliott, McAusland, Jenkins, Watson, and Goodman.

The Medicals commenced to press at once but McAusland shot over. For fully ten minutes the Medicals had the Kowloon side penned in their own area, but passes went wrong, and at least four of McAusland's shots went just outside, though some of them were taken as best-timers from difficult angles.

After breaking away, Moss opened the scoring for Kowloon with a nice shot that beat McGowan in every inch of its flight.

Later, Jenkins came through both backs, the left back missing his clearance kick. Angus got near to touch the ball but could not top it, and an equalising goal was registered.

Play went from end to end after this, both sides striving for the lead, but half-time came with the Medicals having the best of the game as usual, but being unable to score.

Half-time:
Kowloon 2nd XI 1
R.A.M.C. 1

Poor Shooting by R.A.M.C.

On resuming, both sides pressed in turn, but the Medicals shaped better in getting near the goal, though several shots were wasted, or kicked wide, through faulty backing up. Goodman was playing well on the left wing, and putting in good centres, but the inside forwards could not get there.

Another breakaway gave the Kowloon side their second goal.

Just before time Eastman had hored his way to the centre, as he had done previously without result, and scored a nice goal that McGowan had no chance to stop.

Comment

For Kowloon, the defence were hard pressed, and were lucky not to have more chances taken by the Medicals. McAusland in particular was unfortunate in his shots.

The Medicals were the better team easily, but their finishing in front of goal was deplorable. All that is required for them to find winning form is confidence at goal.

ST. JOSEPH'S v. EWO

Game Marred by Dubious Play

This game was played at Happy Valley and ended in a draw, each side finding the net three times. St. Joseph's were the better team throughout, and should have won had their work in front of goal been as effective as their mid-field play. Guterres opened for the Saints soon after the commencement, but Ewo were soon on equal terms again, Chan Yui-wing scoring a neat goal. Play continued to favour the Saints and Guterres again put the home team in front.

Ewo came back pluckily, however, and levelled matters up when Chan Chee-tong beat A. Omar. A penalty to St. Joseph's was taken full advantage of by Haroon, the inside left's shot giving the goalkeeper no chance.

Ewo rather marred their performance at this stage by adopting questionable tactics, and events culminated in their centre half being ordered off the field. They managed to draw level, however, Chan Chee-tong being the marksmen.

Result:
St. Joseph's 3
Ewo 3

NEW ADVERTISEMENTS.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the EIGHTH EXTRA RACE MEETING to be held on SATURDAY, 16th November, 1929 (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Entries CLOSE at 12 o'clock Noon on TUESDAY, 5th November, 1929.

Hong Kong, 1st November, 1929.

HONG KONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING of Voting Members will be held in the Jockey Club Room, Hong Kong Club Annex, on MONDAY, 18th November, 1929, at 5.15 p.m.

By Order,

C. B. BROWN,
Secretary.

Hong Kong, 1st Nov., 1929.

R.E.O.C.A.

THE ANNUAL DINNER of the Royal Engineers' Old Comrades Association will be held in the Savoy Hotel, on THURSDAY, the 14th inst., at 8.30 p.m. Tickets at \$2.50 each may be obtained from the Hon. Sec. H. Reg. Latham at No. 1 "D" Block Kennedy Road, or the Engineers' Institution, Connaught Rd., or from members of the committee.

CHINESE "A" v. S. CHINA "B"

Smashing Victory For China "A"

Played at the Stadium this game ended in a handsome victory for the home team by six goals to nil. After their defeat by the Borderers last week, Chinese "A" came back to the top of their form, and fully deserved their success. Shek Pin opened the scoring after 15 minutes, and the same player added a further point prior to the interval.

The second half was a very one sided affair, the Athletic initiating some beautiful attacks which left the visiting defence helpless. Ho Ka-king added the third point, after a glorious run by Li Fong. Goals by Shek Pin, Li Fong and Pong Tak-sun brought the tally up to six. Li Fong is worthy of special mention for his fine display at outside left.

Result:—

Chinese "A" 6
South China "B" 0

CHINESE "B" v. CLUB

Club Fail to Find The Net

Played on the Navy ground at Happy Valley Chinese, "B" scored three times without response. The result rather flattered the winners, however, for the Club had quite as much of the play up to a point, but found themselves hopelessly lost when in front of goal.

The Chinese started off with plenty of dash, and Leung Tak-wing struck the crossbar with a fine shot in the first minute. The Club retaliated through Smith and Bell, but the latter shot wide when well placed. The game progressed with the Club doing quite as much of the attacking as their opponents, but so low were they in the front of goal that Sul Tin-shin in the Chinese goal was seldom called upon to clear. All the scoring took place in the opening half, Leung Tak-wing obtaining the first point, while Lo Chai-wan and Lai Ting-choi obtained the second and third respectively.

Wilson gave a good display in the Club goal, but Raiton and Potouloff were not an impressive pair of backs. Panchon did well in the half back line, while Smith and Peers were the pick of the forwards. Leung Wing-tak was the outstanding player of the Chinese team, his clever anticipation and dribbles being a constant source of worry to the Club defenders.

Result:—
Chinese "B" 3
Club 0



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STAR

MCCOY PLAYS FIRST MYSTERY
ROLE ON SCREENAssumes Dual Part in "Beyond the
Sierras" His Finest Western

For the first time in his film career Tim McCoy assumed a thrilling mystery role when "Beyond the Sierras" began production at the Metro-Goldwyn-Mayer studio. The thrilling drama of Old California, teeming with the colorful romance of the gold fever days, comes to the Star Theatre in November 3rd to 6th as the greatest screen triumph of the famous actor.

McCoy, portraying his character for the first time, dons the flowing robe and mask of a Spanish toreador to attack a bestia at the hacienda of the girl he loves but who, mistaking his true identity, hates him as an enemy of her people.

In the wild situation that follows the riding of the bull, a band of plunderers, McCoy is obliged to spring to the defense of the girl armed only with his hands.

Against the odds, McCoy gives a dash of his own life to a scorching battle, emerging victorious only to find that the girl's identity is a matter of question.

Throughout the picture McCoy gives a stirring exhibition in the almost dual role of a bandit through the action scenes with a prowess that is a revelation in the United States cinema, and upon the riding part of Wyoming, where he owns a little cattle ranch.

Nick Garcia, a character McCoy will, at first, be a setting and atmosphere, but later his performance is an outstanding achievement for true dramatic interest.

The races through mountain underbrush and the sensational one-man battle of the bandit's god, scenes were braced with remarkable dexterity and the action camera spots will live long in the memory of audiences.

In the climax of the gripping plot McCoy rescues the girl, he loves from the clutches of the band plunderers who have kidnapped her for vengeance, only to find her repulsed and fainting when she sees him stripped of his mask and robes.

It is then that he is revealed as a United States officer, and the mystery of the dual personalities is explained.

Sylvia Beebe, who plays opposite McCoy, makes her screen debut in the picture. Polly Moran, as a Spanish girl with matrimonial intentions, is the comedy relief. Roy D'Arcy is the "heavy."

LEATRICE JOY'S STAR PICTURE,
"FOR ALIMONY ONLY"

A stormy marriage of six months between Narcissa and Peter Williams ends in a bitter quarrel, and the admission of the wife that, while it may be a failure from his view point, it isn't from hers as, thank Heaven, he's good for Alimony. Sickened and disillusioned Peter offers her much more than he can afford, glad to gain his freedom at any cost.

Then he meets the real girl, Mary Martin, and they marry. She is everything the other wasn't, and restores his faith in marriage. Then comes business reverse, and Peter falls behind in his alimony. He sees the woman he adores without all the luxuries he longs to give her in order that he may pay alimony to his first wife.

Narcissa, meanwhile, is living with accepting the attentions and gifts of admirers, but hanging on to her alimony as a stable income. She has a young son, Bertie, who is hanging around at all times whom she practically supports on Peter's money.

A denouement follows in which Peter is confronted by his two wives, Mary not knowing who the other woman is. Sickened and humiliated, Mary runs away. She meets Bertie, who has secretly married her, and he asks her out. Too utterly unhappy to care, she goes with him. Narcissa finds out and is outraged because her "sweetie" is spending his money on another woman. She goes to Bertie's garage to get a car in order to expose the pair. When he learns of her plan he is to wreck vengeance on a woman who has taken his sweetheart away from her.

But a cynical, amused, gives her the fastest car and sends her on her way, never dreaming whom she is pursuing. Then he finds out that Mary is with Bertie and he follows her to a private house.

At the end, Mary, in a private house, is introduced first by Narcissa and then by Peter. All four are there when the place is raided by the police, who arrest all unmarried couples. Peter and Mary escape they are married, and then Mary, apparently coming to the rescue of Narcissa and Bertie, says, "Why, these people didn't mean to break the law. They are going to get married and we're the witnesses." The cop agrees to see he's not being bluffed and taking marriage as the price of matrimony and jail for Bertie and Narcissa go through with it, thus cutting off their means of support alimony.

The Cinema Page

QUEEN'S



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QUEEN'S TO-DAY TO TUESDAY
AT 2.30, 5.10, 7.15, & 9.20.

WORLD

"THE LOVE THRILL"

Laura La Plante's Amusing
Comedy

One of the most entertaining pictures, "The Love Thrill," with Laura La Plante in the leading role, will be screened in the World Theatre to-day and to-morrow.

Moving at a brisk pace from start to finish, the action of the picture deals with the attempt of a lady insurance canvasser, Joyce Braddon, to sell an insurance policy to a wealthy bachelor who refuses to listen to her arguments. Joyce then poses as the widow of the bachelor's best friend, who is supposed to have been killed in Africa. The bachelor, after one look at Joyce, forgets to grieve over his friend's death and spends his time consoling the widow. The "dead husband," however, puts in an unexpected appearance on New Year's Eve and the complications become more amusing than ever.

Laura La Plante is delightful throughout as the supposed widow and Tom Moore does some splendid acting as the "husband." Among those in the supporting cast are Jocelyn Lee, a new beauty of the screen, and Arthur Hoot, the stupid-looking secretary with the horn-rimmed spectacles.

"SADIE THOMPSON"

Gloria Swanson will be seen in the greatest picture of her career, "Sadie Thompson," at the World Theatre on Tuesday and Wednesday, November 5 and 6.

Based on the story by W. Somerset Maugham, which was produced as a stage play under the title of "Rain," the picture is a study of character. The settings, while reflecting the "mood" of the story are not obstructive and nothing is allowed to detract from the dramatic relations between the various characters.

"Sadie Thompson," around whom the story is woven, is an outcast of San Francisco's underworld who arrives at a South Sea Island where she meets a tyrannical reformer, whose wrath she incurs because of her easy familiarity with a party of marines stationed on the island, and her open contempt of his teaching. Sadie's rebellion is the beginning of the conflict between outcast and reformer which, following closely the original story sweeps to climax to a sensational ending. Miss Swanson plays "Sadie Thompson," others in the cast are: Lionel Barrymore, as the fanatical reformer, William Stanton.

GLENN TRYON'S HOME-LIFE
FEATURED BY HIS OWN
LABOUR-SAVING DEVICES

The role of the young fuelless auto-boat inventor portrayed by Glenn Tryon in Universal's "The Kid's Clever," which will be shown at the World Theatre from 7th to 9th is not far removed from the Glenn Tryon in real life. For Glenn is, and has been since early youth, an amateur inventor.

His Beverly Hills home is literally filled with labour and time saving devices and many other contraptions fondly imagined by Glenn to make his life more enjoyable.

The friend who visits Glenn's home for the first time is certain to spend about an hour being shown Glenn's various contrivances and brain children to be found in every room.

There is a special machine for extracting juice from oranges. Glenn will explain that orange squeezers sold in stores are all right, but this one does something else besides squeeze the orange. It automatically disposes of the pulp and seeds of the fruit.

There is also Glenn Tryon's special combination can opener, bottle opener and cork screw. This, as Glenn will tell you, is the result of two years careful study and planning.

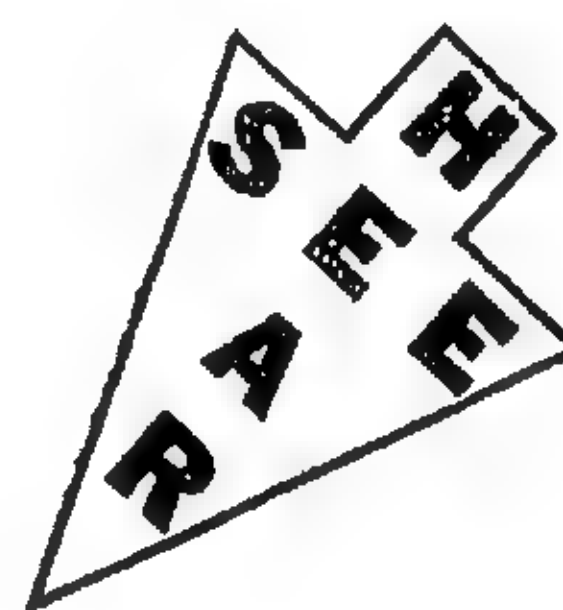
The various parts of the device fold up, and when closed, it gives the impression of a monster jackknife. Glenn will also admit that such a utensil is sold in hardware stores and will not deny that they are smaller than his invention. But, according to the comedian, his device is just as easy to operate and never fails to perform any of its three tasks, even though a better-looking one can be bought at a store and cheaper.

Glenn has also built a radio with twelve tubes. When asked why he thought it necessary to install twelve tubes in the instrument, he will flash his questioner a withering glance, step to the radio and calmly bring in Chicago as loud and as easily as one brings in a local station.

Many other strange inventions are found in Glenn's beautiful home. Glenn will take the visitor and show him how each and every device has its special duty to perform. Sometimes, as in the case of radio, they will work.

The popular comedian is supported by an excellent and well chosen cast in "The Kid's Clever." In the feminine lead is Kathryn Crawford, late of musical comedy. Others are Russell Simpson, Lloyd Whitlock, George Chandler, Joan Standing, Florence Turner, Virginia Sale, Max Asher and Stepin Fetchit. William James Craft directed.

COMMENCING WEDNESDAY



**"THE
QUEEN'S THEATRE**

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**SINGING
AL JOLSON**

"FOOL"

AT 2.30, 5.10, 7.15 & 9.20

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AT 2.30, 5.10, 7.15—\$1.50, \$1.20, 70 cts. & 50 cts.
AT 9.20—\$2.00, \$1.50, \$1.00 & 60 cts.
Servicemen: 60 cts. 10 Stalls, all shows.



Bank Rate

On top of the Stock Exchange sensation, which will probably result in a great many people losing hard earned money, there comes a rise in the Bank rate, which will make it harder for everybody to carry on. Of course this rise had been anticipated for weeks past, and the only question was how soon it would come. The Stock Exchange attitude was that the sooner the Bank rate went up the sooner it would come down, and therefore it was desirable to get the trouble over. As usual the Government is blamed whatever its political complexion, both for the rise in the Bank rate having occurred and for not having prevented it. Officially the Government does not know what the Bank of England does. In practice however, it is believed that the Treasury does know something of what the Bank intends to do and when the Bank decides that it is desirable to prevent gold going out of this country, then the Government should have to be very strong indeed to prevent the Bank having its way.

Curious Mistake

There is a curious mistake which is far too common in connection with these movements of gold. The papers speak of the Bank having "lost" thirty millions of gold which is a guess that somebody has taken it away, but in practice what happens is that the Bank sends gold and gets something valuable in return which will enable it to buy back gold any time it likes, so that there is no loss in the sense of something having gone for nothing. The great point is that the amount of gold behind the Treasury notes has fallen to a point which would make it very difficult to meet all the claims of holders of notes if they insisted on presenting them. It is hard lines on traders of course that they should have to pay more to the banks for interest on the money they use in their business and to that extent a high Bank rate does check trade, but when one reads a pathetic statement that a high Bank rate checks speculation, then I confess "my withers are unwrung". The interest of speculation cannot be regarded as superior to the interest of genuine business and trade. When Mr Selfridge says that the result of a higher bank rate will be to make everything a little more unhappy, he is putting the case in a way which will be generally understood. Everybody will certainly be a little more unhappy except the few, the very few fortunate ones, who have money to lend, and who will get more for it now.

Still Money About

With the high Bank rate and the restricting conditions following on the Hairy crisis, those people who have money loose can pick up bar gains and the clever ones are certainly on the lookout to buy the best securities whenever the prices show a tendency to fall. But just to show you that there is still a little money in the country one of the smart West-End restaurants is inviting you to pay 5/6 for a dance tea at which the latest American jazz band performs, and they are crowded every afternoon. So the bankers and the stock brokers and finance people generally may be very despondent, and shake their heads over the position, but the younger generation shakes a leg instead at 5/6 a time and has to pay half a crown for its cocktails as well.

Brighton Not Bright

Brighton is not to have its bathing pool, which would have been a great draw. It would probably have increased the number of people who go to that famous resort. Some people, however, seem to think that it would make Brighton too much like Blackpool,

where visitors are offered every conceivable form of entertainment, and that in any case Brighton has spent quite enough money and could not afford to spend any more. If there was at the back of the opposition any feeling that Brighton was lowering itself, having a bathing pool, where a thousand people could look at five hundred others in the water, it was rather ridiculous. Why should not our south coast resorts be as well supplied as Lancashire and Yorkshire? What Brighton has been suffering from for some time is that hundreds of thousands of people go there every day during the summer by car, bring their food and drink with them and go away without spending anything in the town, which is really nothing short of an offence.

The Optical Art

An optical congress and trade exhibition is being held in London to commemorate the 300th anniversary of the granting of the Royal Charter by Charles I to the spectacle-makers of the City. We are still without definite knowledge of the man who invented spectacles, whose tomb, dated 1317, describes him as the "inventor of spectacles". It may have been our old friend Roger Bacon, and certain it is that they were known in the latter part of the 13th century, as witness the German ballads of that date. Of the history of spectacle-makers in London before the incorporation of the Guild no formal account exists, but records of the Company went down in the smoke of the Great Fire. Charles I granted them a charter, with powers that may appear anachronistic to modern eyes, for in those premises used for spectacle-making could be searched for "deceitful or counterfeit wares," when made in Britain or beyond the seas. "The assistance of all magistrates, justices of the peace, sheriffs, bailiffs, or constables could be invoked in discovering such bad goods and seeing that they were destroyed. The Company took it self seriously, for it is on record that on one occasion they found "six and twenty dozen" of English spectacles, "all very bad, both in the glass and frames, and not fit to be put on sale." A haberdasher who was found in possession of "ten dozen of French Spectacles with Fox frames," which offended against the Company's regulations, was required to break them in the presence of the Master and Wardens. At a Mayor's Court in the Guild hall the spectacles were found to be "bad and deceitful" and were ordered to be "broken, defaced, and spoiled," and the minute records that "judgment was executed accordingly in Canning Street (Cannon Street) on the remaining parts of London Stone, where the same were with a hammer broken all in pieces."

Raiding a Cheap-Jack in the Strand

It is only 25 years since the shop of a cheap-jack who was selling "opera-glasses" in the Strand was raided and he was brought to book at the Guildhall. But mainly to-day the Company works towards perfecting the organisation of the optical industry, and awarding diplomas after a searching examination in both theoretical and visual optics. To-day there are 5,000 qualified opticians on the diploma roll, and in the last year the eyesight of no fewer than 4,000,000 people have been dealt with. These opticians, one is glad to know, are so trained that they may learn to detect signs of disease in the earliest stages, when some other aid than that of a spectacle-maker is required. In this way the public are being educated, and that price less possession, the imperial sense of sight, is being better preserved. Long may the Worshipful Company of Spectacle Makers flourish!

TO-DAY'S RADIO

Broadcast By
Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 350 metres.

10.55 a.m.—Morning Service relayed from St. John's Cathedral.
12 p.m. to 1 p.m. (Approx.)—Programme of Chinese Records.
1.48 p.m.—Weather Report.
7.48 p.m.—Evening Weather Report.

9.00 p.m.—Evening Programme (Columbia records supplied by courtesy of the Anderson Music Company).

"Pettie Suite" (Dobsony), London Symphony Orchestra.
"Souvenir", Violin Soloist, Mayer Gordon.
"Serenade" (Rasini), Milan Symphony Orchestra.
"Berceuse", Chouva Souris.
"Clarinet Concerto", Selection, Band of H.M. Grenadier Guards.
"The Two Pigeons", Kennedy Fraser.
"Madrigal", Violin Soloist, Yvonne Curti.
"Orpheus in the Underworld", Lucerne Kuraal Orchestra.
"Rigolotto", Selection, Band of H.M. Grenadier Guards.
"Songs of the Hebrides", New Concert Orchestra.
"Nights of Fragrance", "Vienna Maidens" (Waltz), New Concert Orchestra.
10.30 p.m.—Close Down.

TO "MAC"

It appears that I've committed a most atrocious crime
And the dogs of war are unleashed for attack
It seems I haven't signed my name to bits of doggerel verse
My accuser signs his full name, which is "Mac."

This Southern Sherlock Holmes—though he nearly gave up hope
With the help of dear old Watson got a clue
He procured some of my finger prints, took out his microscope
And discovered something everybody knew.

He charges me with sheltering behind initials F.T.S.
And the pot proceeds to call the kettle black
He would scorn to be anonymous when writing to the Press
So he "comes out in the daylight" and signs "Mac."

He puts me through the hoop in language most virile
This champion of Aussies in distress
My name he says he's known for quite a little while
His, this sportsman's leaving me to guess.

Brother, Scripture tells us you should remove the mighty beam
From your eye, before you see the mote in mine
If F.T.S. initials are not really what they seem
Well, "Mac" as a description's very fine.

The remarks—I know it all—in his charming little verse
No, No. Some knowledge still I lack
But what I do not know, I'll inform the universe
Can't be taught me by that "dinkum Cobber Mac."

"What I wrote was just a leg pull and nothing more was meant
This misconstruction I am sure I haven't earned
But if I have hurt their feelings, which was not my intent
I apologise to the gentlemen concerned."

Despite "Mac's" threats of slaughter, though I tremble like a fern
I'll hang on to F.T.S. with my last breath
In the historic words of Nelson, on the field of Bannockburn
Give me liberty—or give me death — F. T. S.

TO F.T.S. OR S.T.F. OR "WHAT IS IT"?

Poor Mac's in the soup, right up to the neck in it,
But there's always a "Mac" mixed in every row,
From the cold frozen North, to Australia "Down Under,"
But they are seem to weather the trouble somehow.
I've been scuppered, dismasted, broadside and bunkered,
Attacked fore and aft, aloft and below;
I'm slowly subsiding, and just about sinking,
But must say a few words ere I finally go.

Now I'll do the same as my college friend, Stanley,
So listen, dear reader, and see how it's done.
You say something nasty, and then—"Beg your pardon,
I really don't mean it, it's only my fun."

You'll never bust wharves up, You'll never bend frames in,
You'll never scrape paint from your nice little ship,
Because, don't you see, it's your No. 1 Pilot
Who takes you alongside at the end of each trip!

Don't get angry, dear Stanley, it's only a "Leg Pull"
But now you have read it, pray, how does it feel?
It's so easy to write things to hurt other's feelings,
But what if another, our weakness reveals,
We've had one famous Stanley, the Premier of Britain,
And Stanley the hero who Livingstone found,
Why not "Stanley of Fulham" (a suburb of London,
Where the cry of "Cat's meat" can be heard to resound).

Like you, I consider it utterly futile
To sign my full name to doggerel verse,
But as "Stanley of Fulham" contains your cognomen,
Perhaps I had better put mine into verse!
There are all sorts of birds in the scheme of creation,
Some famed for their beauty, and some for their Claw,
Now Stanley, Old Bean, here's the key to the riddle,
The writer belongs to the genus Macaw.

John Basil's my first name, isn't that sweetly pretty?
But pardon me, Stanley, that's not in the game,
But still, you can tell your admirers, who whisper
"Please tell us, dear Captain, that rude fellow's name."
Now Stanley, Old Fruit, we accept your apology,
So shake hands all round and let us be friends,
And sing the TE DEUM also the DOXOLOGY,
God bless us, wha's like us, (the dell only kens);
—JOHN BASIL McCaw.

[Note.—The first poem was unavoidably crowded out of last Sunday's issue and so was published in the "China Mail" on Monday, the second poem coming later in the week.]

There is, in this Colony, a small Flying Insect, in appearance similar to a large Ant with a body of bright Emerald green, which preys on

COCKROACHES

This Insect, which will be found in the vicinity of Ice Chests, etc., appears in attack to blind its enemy before dragging it away.

It is just as well for Messrs. Peterman, that these Insects are not more numerous, but to-day the fact remains that

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Unclaimed Radiograms

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Roy Davison, from Portland, Org. 5883, from Canton.
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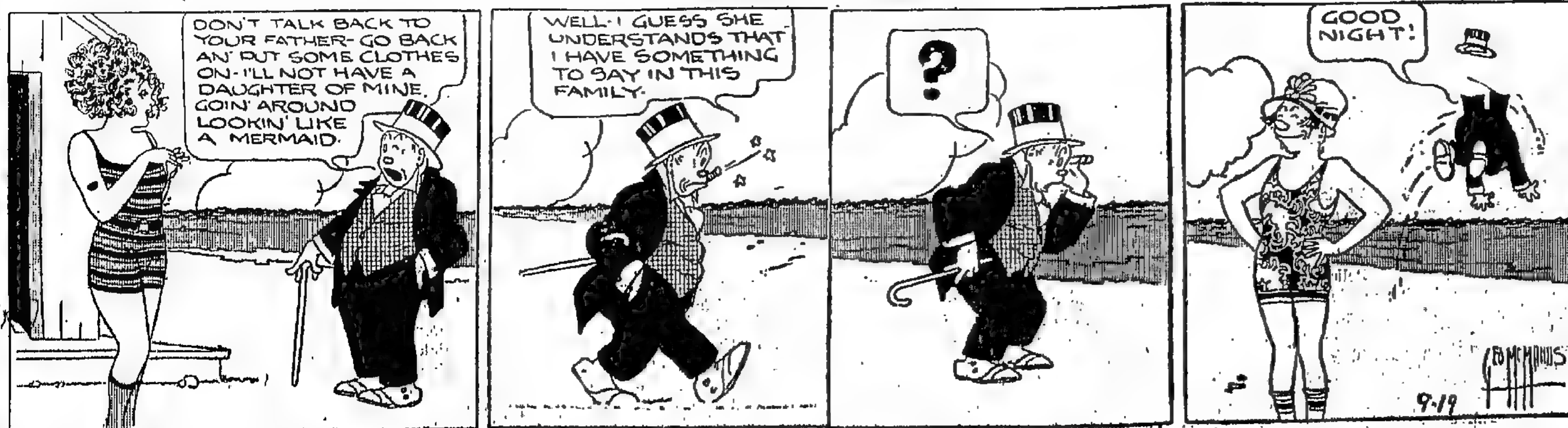
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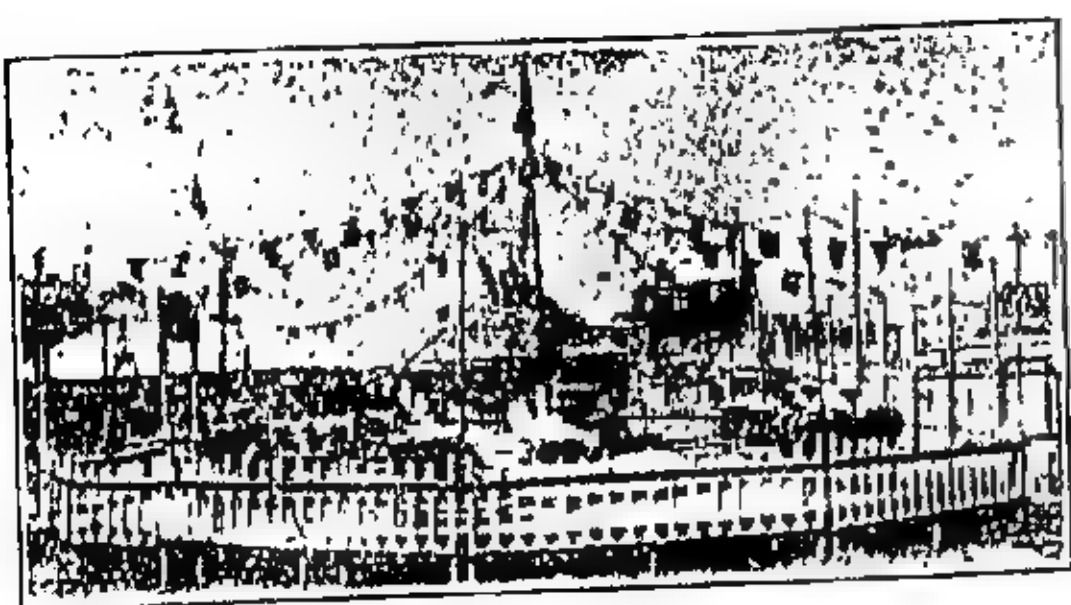
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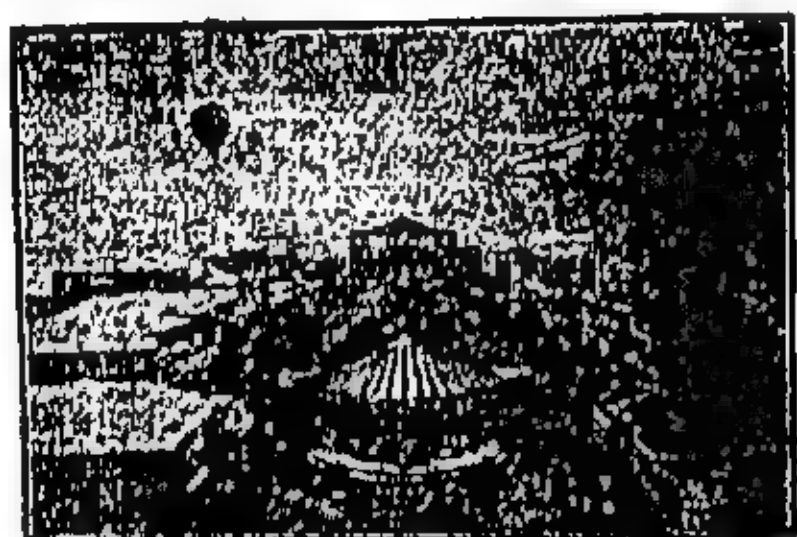
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CHINESE WEDDING

Miss J. Pui-Chun To And
Mr. W. N. T. Tam

DR. KOTEWALL IN HAPPY VEIN

Two well-known local Chinese families were united in matrimony at St. John's Cathedral yesterday afternoon, when Miss Jessie Pui-chun To, daughter of the late Dr. Y. K. To and Mrs. To, became the bride of Mr. William Ngartse Thomas Tam, Barrister-at-Law, son of the late Mr. L. F. Thomas Tam and Mrs. Tam.

The Very Rev. A. Swann, M.A., D.S.C., (Dean of Hong Kong), officiated.

Charmingly Attired
The bride, who was given away by her uncle, Dr. Coxson To, was charmingly attired in a dress of ivory satin Charmeuse, the bodice of which was trimmed with rows of pearls, with a Medici collar of silver lace. The skirt dropped in a long train and was held with bunches of orange blossom. She carried a bouquet of roses and maidenhair ferns.

Attending the bride as bridesmaids were the Misses Phoebe To (her sister), Alma To (her cousin), Doris Li and F. H. Li, and Anna Tam and Eva Tam (the bridegroom's sisters), all dressed alike in white satin and georgette with frill skirts of tulle. They carried bouquets of white Honolulu creepers and maidenhair ferns.

Other attendants were two pretty little flower girls, the Misses Au and To, and two pages, Masters Ho and Li.

The Hymns
The duties of best man were carried out by Dr. Ernest To, whilst Mr. H. S. Yung was groomsmen. During the ceremony the hymns "O Perfect Love," "Praise My Soul," and "The King of Heaven" were played on the organ.

Following the signing of the register, photographs were taken outside the Cathedral, after which the happy couple, followed by many well-wishers, in a fleet of motor cars, proceeded to Dr. Coxson To's residence, "Villa Magnolia," Sassoon-road, where a largely attended reception was held, at which the toast to the bride and bridegroom was enthusiastically honoured.

Hon. Dr. Kotewall's Wit
In proposing the toast of the happy couple, the Hon. Dr. R. H. Kotewall said:

When Mr. Thomas Tam asked me to propose the principal toast to-day, he added in his quiet winning way: "Dr. Kotewall, as you have to speak at the Diocesan School the same afternoon, please do not trouble to say much; just a few words will do." I at once knew what was underlying his last remark: he was afraid that I would be prolix, and would thus delay his departure for his honeymoon the artful fellow. (Laughter.) But, in my heart of hearts, I cannot blame him and who can? for being anxious to be alone as soon as possible with that sweet little lady now standing so demurely by his side. (Laughter.) He is indeed lucky in having won such a fair, such a great prize. (Hear, hear.) I have known the bride for many years; a more charming and a more talented girl you will not find in Hong Kong, even if you were to search "Hutton House," Kotewall Road, where there are seven young ladies, bossing over their old dad. (Laughter.)

Heavy Load
The bridegroom I know even more intimately, for during the last two years he has on many occasions kindly rendered me valuable assistance to lighten the somewhat heavy load which, at times, I have had to sustain as a public man. In my association with him, both as a friend and as a co-worker, I have found him to be a man endowed with an alert mind, an equable temper and an indefinable something which makes people, especially the fair sex, like him! (Hear, hear.)

No wonder Dame Rumour was for a time busy with the tale that no fewer than five pretty young ladies were taking a personal interest in him at one and the same time! (Laughter.) His sagacity, however, guided his choice, which proves him to be a man of excellent taste and sound judgment. But these attributes should be no surprise to us, remembering his native intelligence, and his scholastic and academic distinctions which would take at least a couple of minutes to enumerate. (Applause.)

Tale of a Dog
I have been particularly impressed with Mr. Tam's knowledge of law and good sense—so much so, that once I told him that if I ever needed the services of a legal man he would be the first I would go to. Afterwards I realized I was rather rash in making such an unqualified promise. Let me explain. About two months ago my wife and I were staying for a couple of nights with our son-in-law, whose house adjoins Mr. Tam's. During those two eventful nights, beginning from about midnight, when all good people should be in bed, and sound asleep, Mr. Tam's little dog began to serenade to the moon and kept it up until old sol came out to silence him. (Laughter.)

On the second night, with a temper soured by the aeronaut, I registered a vow to take out a summons against Mr. Tam requiring him to show good cause why he was rearing an animal with such powerful lungs for the purpose of making the night hideous to his peace-loving neighbours. But next morning, in a calmer mood, I remembered my promise.

Saved by Pelmanism
How could I employ Mr. Thomas Tam as my legal adviser to prosecute Mr. Thomas Tam as my sleep-disturber? (Laughter.) To-day, the bitterness of that wrong having gone out of my soul, I am very glad that my feat of Pelmanism (Laughter) was the means of so preserving our friendship that Mr. Tam has asked me to perform the pleasing duty of proposing the toast of the day.

I must now stop, as I can see that the bridegroom is getting impatient! On your behalf I wish the happy couple long life, happiness, and all the blessings which this life can offer them. Ladies and gentlemen, I give you—"Mr. and Mrs. Thomas Tam." (Loud applause.) Later Mr. and Mrs. Thomas Tam left for their honeymoon which will be spent near Hangchow on the West Lake. The bride's travelling dress was of plain cream georgette with pleated skirt.

RUTH VAN VALEY REVUE

The Ruth Van Valey Company will arrive to-morrow per s.s. "Tanda" and will open their season at night at the Star Theatre. The booking has all indications of packed houses nightly during their stay.

Miss Ruth Van Valey, who arrived in the Colony on Friday last, will make her appearance with the company. New acts will be offered at each performance.

This is a company that do not say that they will give a complete change of programme and then repeat what they have done previously. They will change some of the acts, songs, dances and music at each and every performance.

New Feats
Len Ayres will introduce some new feats of sleight-of-hand, Rex Storey & Rose Lee have some new rib ticklers, Esther Van Valey and Kay Scott in song and planologue "Smiling" Jack Medford in songs and dances, Jeannine Elliott with her violin, the manikins will have something new to offer as well as the Jazz Trio and "Dr." Foster, who will probably have a few cannon balls to throw amongst the audience instead of rubber balls and paper plates.

All in all, Hong Kong is going to enjoy this company during their short stay here, and will be glad they came and sorry they left. The company after its season here will leave for Singapore.

RHEUMATISM AS A NATIONAL DISEASE

For a long time now the incidence of tuberculosis, venereal disease and the diseases of childhood has been accurately surveyed and systematic measures have been adopted to stamp them out. It is only in comparatively recent years that the dangers of rheumatism have been realised. The name covers a whole group of diseases of which the cause and means of transmission are very obscure. They mostly attack the limbs, and are marked by pain, disturbance of function and, in many cases, by pronounced inflammatory symptoms. The chief causes are external, such as cold, damp, draughts and infections, but overstrain and some predisposing factor in the constitution are also to be reckoned with. In many of these diseases the chief part is played by infection, as in acute inflammation of the joints, which is especially common in young persons and endangers the heart. Eighty to ninety per cent. of all heart defects can be traced to acute joint rheumatism. Rheumatoid symptoms also appear in certain well-defined diseases like influenza, scarlatina, dysentery and inflammation of the throat. Very often the chief cause lies in a disturbance of the functions of the ductless glands, as in the changes which occur in the female sex glands at puberty and the menopause. Muscle and nerve ailments are less harmful, but throw a great burden on sickness benefit funds and insurance societies by their enormous incidence and their tendency to relapse. They are most often due to constitutional defects, metabolic disorders, chills and infections.

The statistics are very significant. The approved societies of Great Britain pay out to rheumatism patients about £2,000,000 a year, and it has been calculated that the working time lost from rheumatism to British industry every year amounts to 3,000,000 weeks! These huge figures are illuminating reminders of the urgent need for an immediate and energetic campaign against the national disease of rheumatism. Naturally, the first step is to remove the cause, and this means

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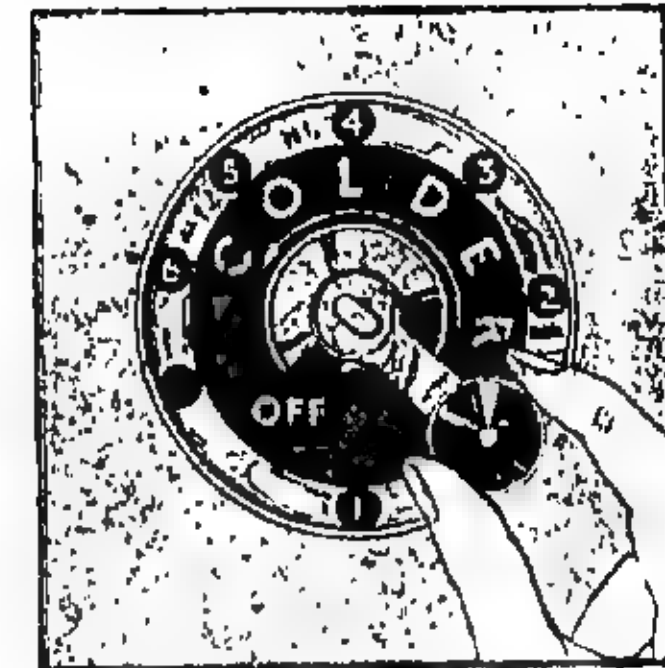
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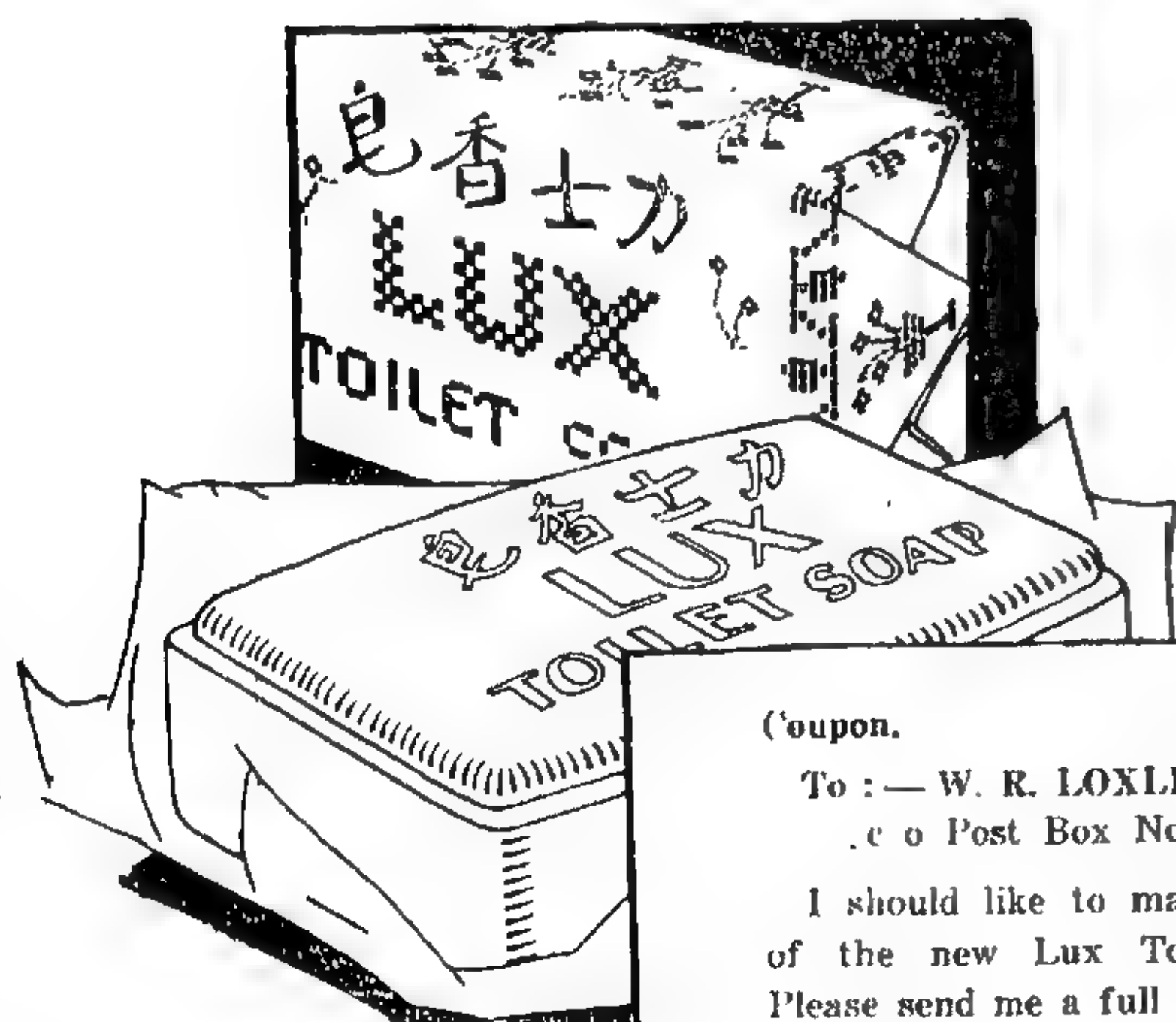
ESTIMATES FREE.

the provision of dry-dwellings, fresh air and light, as well as precautions against cold. Treatment, to be successful, must be strictly individual and not formal or mechanical. Some patients will benefit most from a general internal treatment, for which the best drug is "aspirin," universally known for its value in rheumatic complaints. Others, especially those in whom only one part of the body is affected, do best on external treatment, such as inunction with a reliable preparation containing salicylic acid, for instance "Apsoral." Many patients, again, benefit most rapidly from simultaneous treatment with both these preparations.

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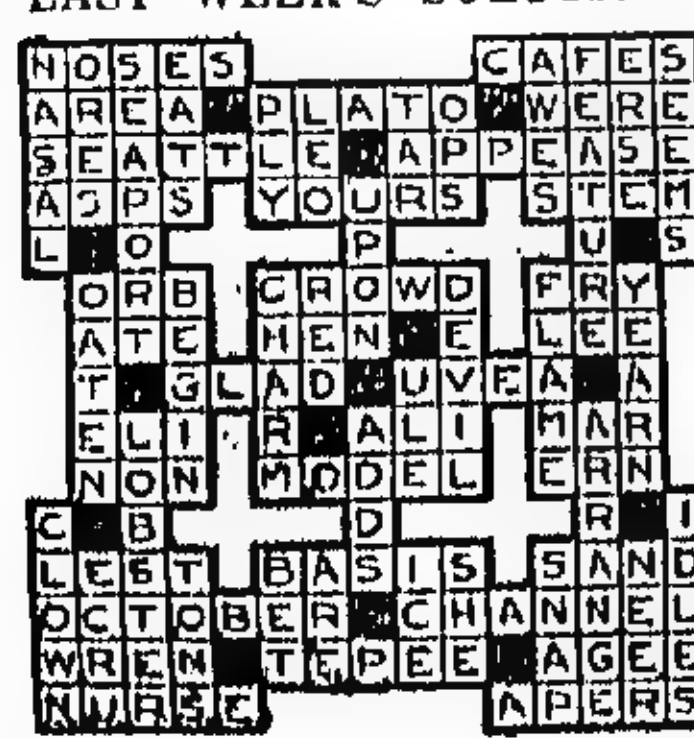
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LAST WEEK'S SOLUTION.



THEFT FROM CHILD

Stir in Wellington
Street

Some excitement was caused in Wellington Street at 4 p.m., yesterday when a Chinese youth snatched one jade and one gold bangle from the wrist of a child who was playing in the street outside its home.

The child's mother saw the theft from the verandah and gave the alarm. Several people chased the young thief, who was arrested after

a brisk run, but the stolen bangles were not found on him.

He was not seen to drop anything whilst running and a careful search along the street failed to recover the bangles. However, he was lost sight of for some moments as he turned down a side street, and it is suspected that the snatcher must have had an accomplice who was waiting for him to receive the booty.

When taken to the Central Police Station the young rascal gave his name as Leung Sang (15), and was locked up until the Courts open to-morrow morning, when he will be duly charged.

MOTORISTS THIS IS YOUR PAGE

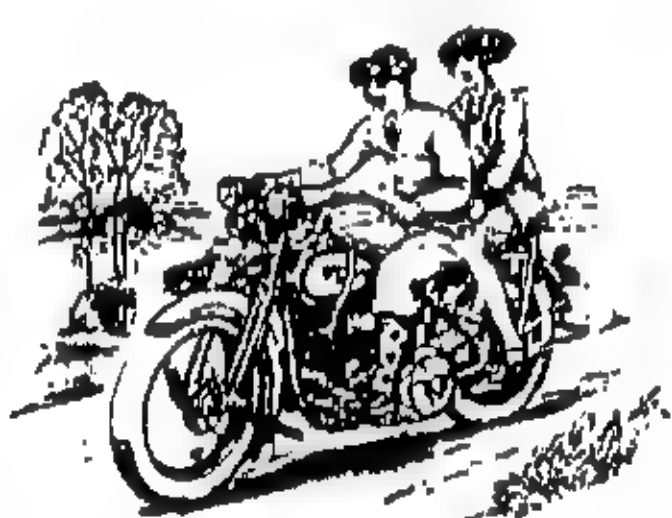
THE "UNAPPROACHABLE" NORTON



NORTON is one of the few machines that is ideal from the rider's point of view. With a NORTON you get the complete satisfaction from your motor cycling, besides the pride of ownership. Our hire-purchase system will help you to obtain the machine.

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SOLE AGENTS.



2nd Shipment of 1930 HARLEY.
Due 5th November, S.S. "Korea Maru."
BOOK YOURS EARLY BEFORE
PRICES INCREASE

THE GASCON MOTOR CO.
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
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A GOOD ASSORTMENT OF SPARE PARTS AND
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The RED STRIPE is the distinguishing Mark of INDIA TIRES. After long experience in the tire business, we are convinced that it pays to handle only the finest tires that money can buy. We are therefore pleased to announce that we have been appointed exclusive Distributors for

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HONG KONG. Tel. C. 2533.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Reverse Gear

Reverse gear, rather than a forward speed, is the first to be used when the cars come off Studebaker assembly lines. The cars move down the lines backwards, and are backed off the line under their own power.

Stiffest Climb

A stock President Eight recently negotiated far-famed Kurrjong Heights in New South Wales in top gear in an officially certified test run. Kurrjong Heights—a 4-1/2 mile grind—is rated as one of the stiffest climbs in the world.

Dodging Wild Game

Dodging wild game at 70 miles an hour on Indian roads and crossing rivers on railway trestles were among the incidents of a cross-country run in which a Studebaker President Eight Roadster set a new road record between Calcutta and Bombay.

Conveyers Add To Efficiency

Overhead conveyer systems installed throughout the entire Studebaker plant in South Bend at a cost of approximately \$394,516, has eliminated 77 per cent. of the transfer plant trucks previously used and has made available for production machinery more than 36,000 square feet of floor space, company engineers report.

Stars in New Zealand

As a direct result of experience with the Star Flyer chassis, Messrs. John Burns & Co., Ltd., of Auckland, New Zealand, have arranged with the Star Motor Co., Ltd., of Wolverhampton, to act as agents for this type for the whole of New Zealand. A batch of Star Flyers has just been shipped and a good deal of business from the Dominion is confidently anticipated.

A Popular Vehicle

The Guy ON 30-cwt. type of vehicle continues to prove its popularity in all parts of the world. A further fleet of these chassis was recently shipped to New Zealand from the Wolverhampton works. Orders from all over Britain have also been received for the ON vehicle.

Oil Companies' Order

Albion vehicles have always been favourites with the big oil companies, many of whom run large numbers of this popular make. Among the latest repeat orders received by the Albion Co. are two from the Burma Oil Co. and Shell-Mex, Ltd., respectively. The Burma Oil Co. are increasing their fleet by the addition of both 2-ton and 3-ton Albion models while Shell-Mex have ordered a number of 2 1/2-ton chassis.

A Record of Service

During the Whitsuntide holidays the British Automobile Association's road patrols assisted 270,406 members in various ways, and 262,910 enquiries concerning road information were dealt with. The patrols obtained running supplies, such as petrol, oil, water, covers, tubes and other small accessories for 1,964 members, while 4,811 members were assisted in connection with roadside breakdowns.

Lady Haig's Purchase

To the list of prominent people who have recently taken delivery of Straight-Eight Hillman cars must be added the names of Lady Haig and Sir Harry Verney. The late Earl Haig had great confidence in the Hillman, and owned several of this make during recent years. Sir Harry Verney is Private Secretary to Her Majesty the Queen. It seems only yesterday that the Straight-Eight Hillman was introduced at Olympia. To-day, the works are in full production, and the impressive Hillman radiator with its thermostatically controlled shutters is seen in ever increasing numbers on the road.

Motor Cycles For Military Use

The Volunteer Corps of that great city of the East—Shanghai—have appreciated the merits of motor cycles for military work and have decided to adopt them. From a large selection of well-known machines they have chosen British-built Ariels and have purchased the first batch from the local Ariel dealer.

Success of a New Model

The new high-speed 30-cwt. model, which was introduced by the Albion Motor Car Co., Ltd., the well-known Scottish motor vehicle manufacturers, at the end of last year, has already won its spurs in the service of well-known firms who are now placing repeat orders. Among recent business in connection with this vehicle may be noted repeat orders from such well-known firms as Messrs. McVitie & Price, Ltd., Messrs. White Horse Distillers, Ltd., and Messrs. Smith's Potato Crisps, Ltd., all of whom run fleets of Albion vehicles of considerable size.

Where It Is Always Raining!

In a section of the research laboratories of Joseph Lucas, Ltd., at Birmingham, Lucas Electric Windscreen wipers are subjected to severe endurance tests equivalent to hour after hour, day after day

of working in continuous rain. Such laboratory tests enable the closest observation and analysis to be applied to every phase of performance. New ideas and improvements are tried out and valuable reports obtained in advance of the long period road tests. Models are taken at random from production and given the same arduous tests in order to check adherence to standards. Every finished wiper is thoroughly tested for silence, current consumption, speed of wiper arm and other important points.

"Safety First" For Scholars

The British Automobile Association has investigated a simple fitting which, applied to gates leading from schools to highways, leads children to face approaching traffic instead of running thoughtlessly into the roadway. The device enables school gates to be fixed so that they are partly open; only sufficient space is provided to enable the children to pass through in single file. It is inexpensive to make, and simple to attach. A bar 18 in. long is fastened to the gate from which a rod is dropped into a hole in the ground, and locked in position. It is the idea of Mr. Andrew J. Jackson, J.P., of the School House, Mytholmroyd, Yorks, who finds that the restricted egress from his school suggests the necessary warning.

Popular With Governments

Motor transport is being increasingly used throughout the world by Government Departments of all kinds, and it is interesting to note that no less than over 30 Governments are making use of Albion vehicles for various purposes, and many of them are placing repeat orders regularly as their require-

Economy.

What man, be he a millionaire or just the every day businessman, isn't interested in saving money?

"Lubricating oil is a necessary evil." So say the majority of motorcar owners. Cheap lubricating oil is an evil, because it unnecessarily eats up many a good dollar. Quality lubricating oil—the New Mobiloil—is the lesser of two evils because it furnishes the cheapest and most efficient lubrication. Where the New Mobiloil is in use repair bills are conspicuous by their absence. Repairs cost money, but they do not make the engine as good as new.

There is nothing so good as a practical test.

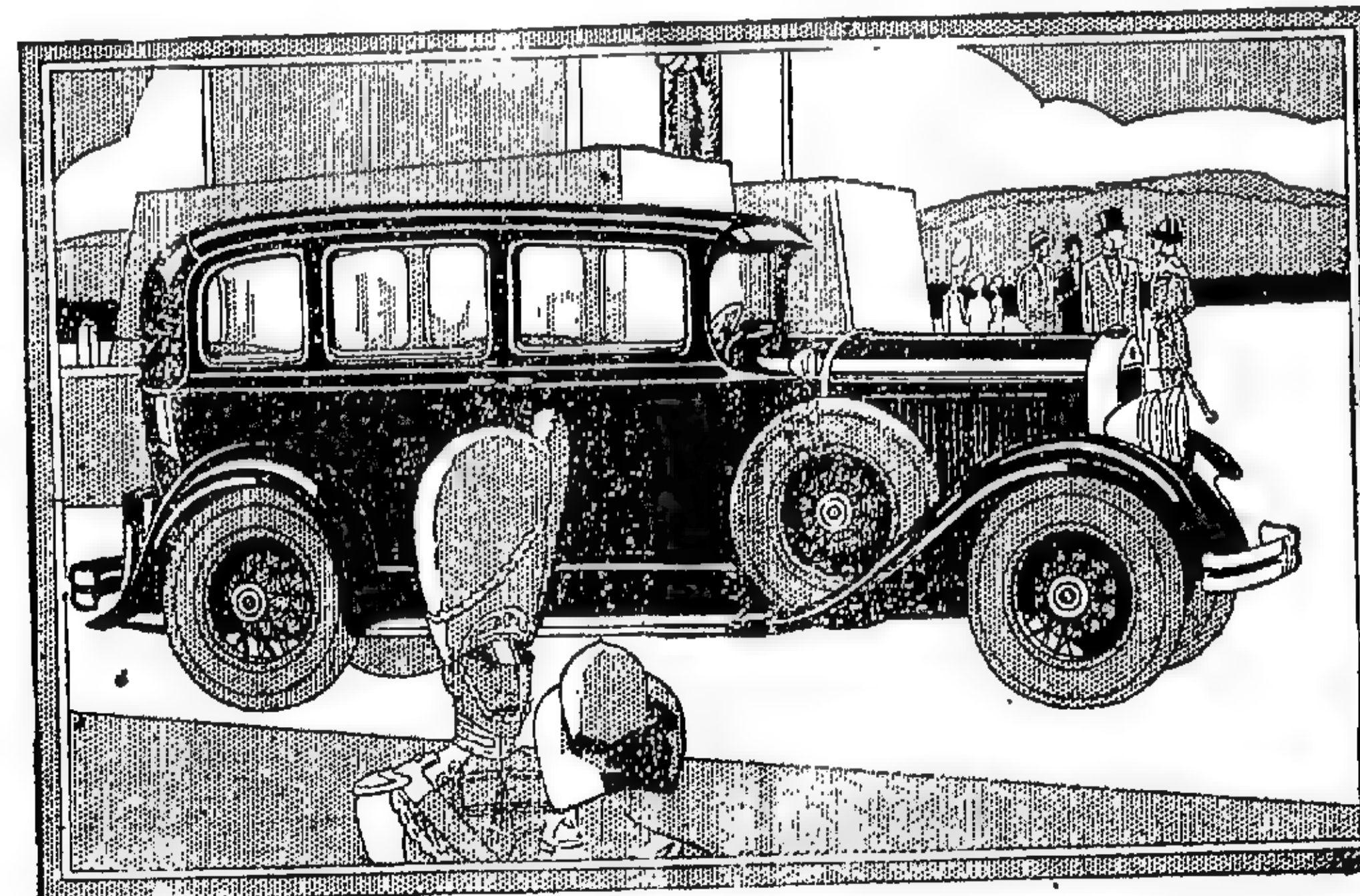
ments increase. The New South Wales Government Railway have recently placed a repeat order for a 2-tonner, while the Government of Uganda are adding to their fleet of Albions a 500-gallon tank waggon.

Good Figures

Exports of Studebaker Commanders and Presidents during the first six months of this year showed an increase of nearly 175 per cent. over the same period in 1928.

Studebaker's New DIRECTOR EIGHT

Eight-Cylinder Performance
...at Six-Cylinder Cost



STUDEBAKER'S NEW DIRECTOR EIGHT REGAL SEDAN—115-inch wheelbase. Six wire wheels, hydraulic shock absorbers and luggage grid, standard equipment.

NOW you can enjoy the silken smooth performance, stalwart power and breath-taking speed of an eight-cylinder car without paying a premium in first cost or operating cost. The Director Eight costs less to buy and to operate than most sixes!

The world's largest, builder of eights has endowed this new Director with performance of the same high caliber that won 11 world and 23 international speed and endurance records for Studebaker.

In design, The Director Eight matches fine car standards. In comfort, hydraulic shock absorbers and restful cushions provide the utmost in cradled ease. In economy of fuel and lubricant, this new eight rivals the thriftiest sixes!

You will be amazed that even Studebaker, world's largest builder, of eights, can produce such a remarkable car at so low a price. See The New Studebaker Director Eight—drive it—today!

[NEW PRICES]

Reductions on more than 40 models make Studebaker value even more outstanding. See Studebaker's complete line before you buy. Body types and styles to fit every taste and pocketbook.

Price Range from G\$1,135 to G\$3,000.

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Drive a Trusty
"TRIUMPH"
the Motor that never fails you

29981.



VALUE

that has stood the test of time

TALK to the veteran motorists of the world, if you want to know what Firestone value means. Firestone is credited with many notable improvements in tyre design and construction, but none so beneficial to motorists as the Gum-Dipped Tyre. We, as local Firestone service dealers, will gladly explain to you why these tyres are better, and how we can save you money. Drive in to-day.

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Firestone

GUM-DIPPED TYRES.

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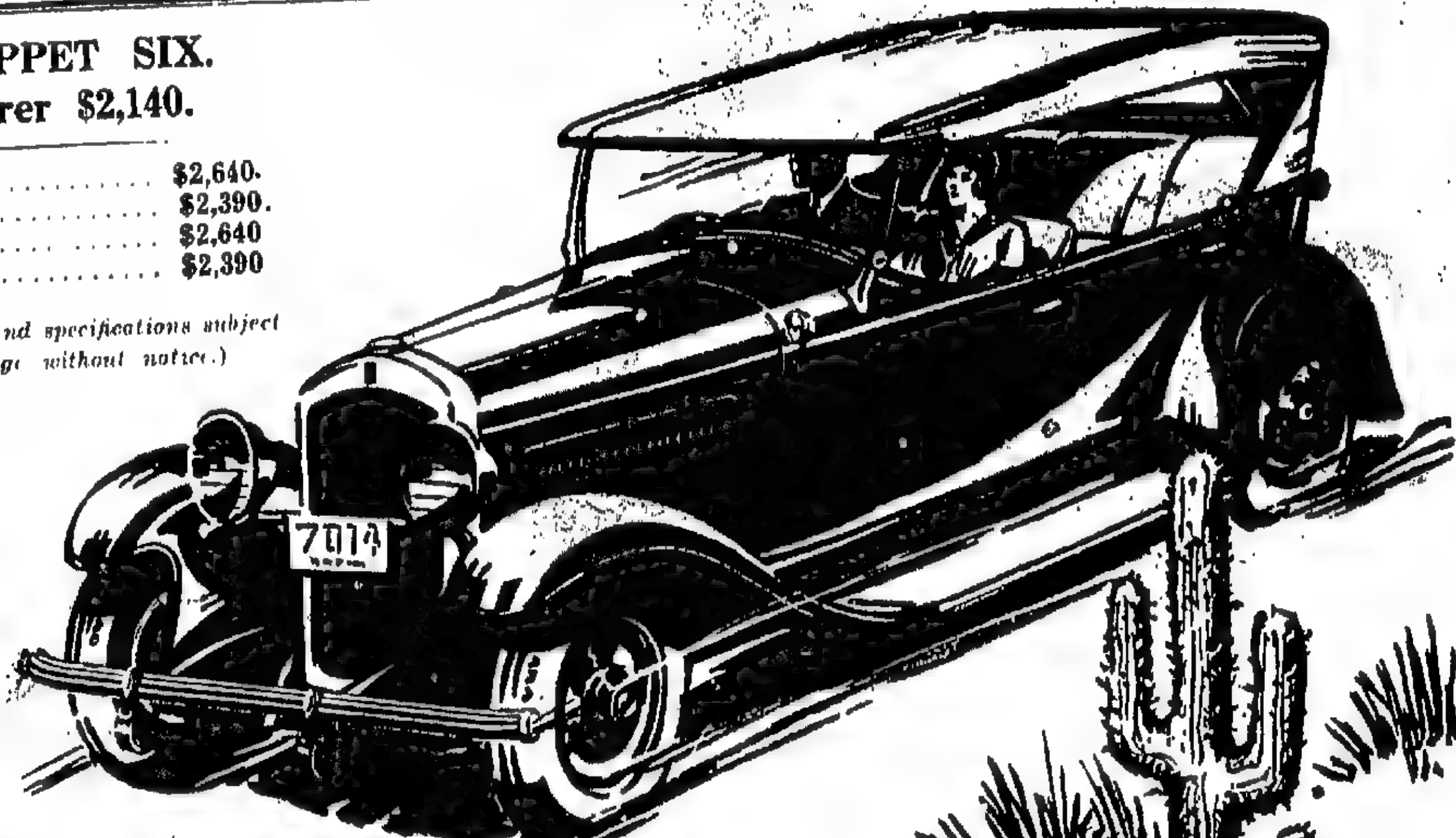
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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHIPPET SIX.
Tourer \$2,140.

Roadster	\$2,640.
Coupe	\$2,390.
Sedan	\$2,640
Coach	\$2,390

(All prices and specifications subject to change without notice.)



BEAUTY

and SIZE DISTINGUISH

THIS LOW PRICED SIX

In grace of line, harmony of colour and artistry of finish, the new Superior Whippet Six is as far ahead of its competition as the first Whippet Six was ahead in engineering advantages, and introduces costly car style practice to the low-priced field just as its predecessor introduced costly car engineering practice.

Not only in its fundamental body design is the new Superior Whippet Six outstanding, but also in such attractive details as one-piece garnish moulding and

paneling, beautiful silvered hardware fittings, heavier running boards, and chromium plate on radiator shell, exterior door handles, hub caps and head lamp doors.

The bigger bodies of the new Superior Whippet Six afford more spacious interiors, with plenty of head room, leg room and elbow room.

Lower Cost of In beauty, size and engineering advantages, this low-priced car is the most notable value in its class.

Operation

THE WHIPPET SIX

Sole Distributors for Hong Kong & S. China:

GILMAN & CO., LTD.

44, Des Voeux Road, C.

Service Station Garage:

DURO MOTOR CO., LTD.

132, Nathan Road, Kowloon.

WILLIS OVERLAND FINE MOTOR CARS

A DAY'S TOUR

South Africans See London's Country

The South African Cricket Team visiting England were recently taken on a day tour of the Home Counties south of London. The tour was organised by Rootes, Ltd., who provided for the new Hillman Straight-Eight saloons, a model which has been specially designed to appeal to the Dominions.

The route was one suggested by the Automobile Association, and took the visitors to Windsor, through Windsor Great Park to Ascot, across Chobham Common to Guildford and thence eastwards past Newlands Corner with its famous view of Surrey, and through the beautiful villages of Sherborne, Dorset, Oxford and Sevenoaks.

The day was greatly appreciated by the team, who, as a matter of fact, have had very little leisure since their arrival in England. The younger members, who have not

previously been in the country and have had little opportunity of seeing much of its scenery, expressed themselves as highly delighted with London's countryside.

"It is a thousand pities," said one of them, "that more visitors from the Dominions who could well afford to do not come and visit the Old Country. This is so totally different from anything we see out there. Here the visitor from the younger countries comes face to face with age and the beauty of age. Coming from lands that roll over the veldt out of sight until a

man counts space by the hundreds of square miles, he finds a delightful change in this concentrated essence of countryside beauty, where almost every acre has the air of a garden on which generations have lavished thought and toil."

The South Africans were very favourably impressed with the performance of the Hillmans, to which the route chosen gave many opportunities for showing their capabilities.

"Let's see some of these new Hillmans as soon as possible in the Union," was one comment.

ROAD TRANSPORT

Recommendations of Great Importance

CONDITIONS OF LICENCES

The first report of the Royal Commission on Transport deals with the control of traffic on roads. It is a very important and interesting document, containing many very sound recommendations for the control of motor traffic, and lays down one or two very sensible and very necessary conditions for governing the issue and the possession of licences to drive and to own a motor car.

A schedule of the more important recommendations is printed with this article. Those which specially interest the motoring commercial travellers are:—

The abolition of speed limit for private cars.

The new regulations regarding observance of road signs.

The declaration of physical fitness as a condition of issue of a licence to drive.

The stricter observance of the regulations respecting lights on vehicles.

The carrying of lights by persons driving animals on the road after dark.

Prevention of "dazzle."

Compulsory third party risk insurance.

The question of insurance against third party risk is dealt with very fully in the report.

Vexatious Litigation

Much evidence was given in support of this proposal, and it was strongly opposed by many witnesses. Lloyd's underwriters and the Accident Offices Association both gave evidence against this scheme, on the ground that it would result in vexatious litigation, largely increase unnecessary claims, add to

administrative charges, and necessitate a general and all-round increase in premiums. It was also pointed out that such an insurance would only cover a small proportion of the accidents which occur, and in this view the Commissioners endorse, as the insurance would only apply when the driver of the vehicle caused the damage was to blame. "It would," says the Commissioners, "be unreasonable that a person should receive compensation for an accident due to his own carelessness or fault, or when there had been contributory negligence on his part."

The Objections

The Commissioners, after giving most careful attention to all the objections urged against the scheme, express the opinion that the case for "compulsory third party insurance" is so strong that an attempt must be made to deal with it. They therefore recommend that the holding of a policy of insurance covering damage to life and limb should be a condition precedent to a vehicle being licensed, and not a condition for obtaining a licence to drive. It is not considered necessary to compel insurance against damage to the property of a third party.

Road Dangers

The report as a whole is a clear review of the position of road traffic, its possibilities and its dangers, and the recommendations are such as to help the development of the utility and value of road transport, and at the same time to minimise the possibility of accident by fair and reasonable conditions which every driver of a car should

readily and gladly observe; and if not willing to do so should not have the opportunity of using the roads. The following are some of the recommendations:—

1.—For Drivers of Motor Vehicles Drive down the left side of the road. Only come out to the centre of the road in order to overtake a slower-moving vehicle, or to avoid pedestrians or vehicles standing on the left of the road. Always signal in a definite manner your intention in good time before moving out. After you have passed the vehicle or obstruction, revert to the left.

Never overtake another vehicle at a blind point—e.g., a bend of the road, or when climbing a hill the crest of which obscures the view for some distance in front of you.

Never accelerate while another vehicle is passing you—this is a most dangerous form of racing.

Drivers' Duty

Traffic on a "major" road has precedence over traffic on a "minor" road. This does not absolve a driver on the major road on a minor road to approach a major road head-on and to give way to traffic on it.

Never turn your car round unless you can do so on one lock, unless you can see that there is no other vehicle on the road for a considerable distance. It is generally simpler to proceed to the nearest side road or entrance, back into it and then retrace your way.

Obeys all roadside signs, particularly those on approaching major roads, special caution notices and notices of schools. If children are playing on the road, or a large number of cyclists or pedestrians are on the road, sound your horn and drive slowly and with great care.

If you are passing the scene of an accident, stop and render any assistance you can.

Special Limits

There should be no general or special limits for motor cars or motor cycles provided all wheels are fitted with pneumatic tyres.

The penalties for dangerous driving should be considerably increased; fines should be raised to a maximum of £50 in the case of first offence and £100 in the case of a second or subsequent offence, and imprisonment as an alternative in either case, upon a second or subsequent conviction the licence should be automatically suspended for a period of not less than six months.

In addition to penalties for dangerous driving, there should be a penalty for a minor offence of a definite character which could be enforced. The offence might be called "Failing to observe a road sign."

Road Signs

If any person fails to observe or obey a road sign in any of the following cases:—If he fails to draw up at a white line in towns where there is traffic control, or passes an island or central lamp-post on the wrong side, or fails to go "dead-slow" on approaching a major road from a minor road, or fails to slow down and drive cautiously through a danger zone, or fails to do the same when passing, during school hours, a warning notice indicating a school, he should be guilty of an offence.

A new definition of the offence of being drunk while in charge of a car should be adopted and should be made applicable in the case of the driver of any vehicle.

Every applicant for a driving licence should be required to make a declaration as to his physical fitness to drive. Severe penalties should be imposed for a false declaration.

Road signs should be uniform in design and intention, and not more than are actually required should be erected. The duty of erecting road signs should fall on the highway authorities, subject to the supervision of the Ministry of Transport. All unnecessary or unauthorised signs should be removed. The initial cost of this should fall on the Road Fund.

The provisions of the law relating to lights on vehicles should be enforced with greater strictness than is often the case at present.

Persons driving animals on the road after dark should be compelled to carry a light.

Preventing Dazzle

To prevent dazzle, all cars carrying headlights should be fitted with apparatus for dipping or swivelling them. Failure to use these devices should be an offence.

All local authorities should be authorised to provide car parks on land acquired for the purpose or garages at convenient places and to make a charge for their use. Local authorities should have power to compel drivers of vehicles to use the facilities provided.

The case for compulsory third-party risk insurance is so strong that an attempt must be made to deal with it. The holding of an insurance policy should be a condition precedent to a vehicle being licensed. All that is required is that there should be insurance against personal injury to a third party.

Horses and Horse-Drawn Vehicles

The above rules are mutually readably and gladly observe; and if not willing to do so should not have the opportunity of using the roads.

BY MOTOR VAN

Gramophone Records of Interesting Events

There have not so far been on the market gramophone records of many interesting and unusual events throughout the country, but more of these will probably be available shortly, as the Vocalion Gramophone Company has made special arrangements for the preparation of such records.

A motor van equipped with a complete electric recording outfit has lately been put on the road by this company, and the van can be run out to a convenient position for any such event, and a short land-line extension carried to the actual site, the actual recording work being carried on inside the van, which in order to ensure accuracy of working is raised on four screw jacks, the floor thus being set dead level.

The use of a thoroughly reliable and smooth running lorry to convey for hundreds of miles the extremely delicate and complicated apparatus necessary for the making of records of this kind is absolutely essential, and the chassis selected for the work is a 30/45 h.p. 3-ton machine manufactured by the Albion Motor Car Co., Ltd., the well-known Glasgow firm of commercial vehicle manufacturers.

300 M.P.H.

To Beat Segrave's Land Record

For some time past statements have appeared in the press to the effect that American car designers are preparing a special car with the intention of exceeding Sir Henry Segrave's world's land speed record of 231 m.p.h. But their attempts in this direction will not go unchallenged.

It is now announced that Mr. Louis Costalen, of the Sunbeam Motor Car Co., Ltd., has recently completed plans for building a new Sunbeam car which will be designed to attain a speed of 300 m.p.h. Details of the new car are naturally being kept a close secret but its construction will be pushed on with all speed.

Two years ago a specially built Sunbeam attained a speed of 207 m.p.h., this being the first occasion on which any car had exceeded 200 m.p.h. No firm has a greater experience in building racing cars than the Sunbeam company, and its latest development will be watched with the greatest interest. It is announced that Mr. Kaye Don, who has achieved innumerable successes on Sunbeams in the past, will drive this new car.

mutatis applicable to horse-drawn vehicles, especially the rules as to keeping on the left and as to giving the necessary signals as to show the drivers' intention; the signals, however, may be given by the whip instead of the hand. A man leading a horse, whether riding himself or walking, keeps to the right of the road with the led animal on the inside. He therefore meets other traffic on the "wrong" side.

III.—Pedal Cyclists

Never ride more than two abreast, and if motor traffic signals its intention to pass you, get into single file except on very broad roads.

Ride down the left side of the road. If you wish to overtake a vehicle or pedestrian come out to the centre of the road, after signalling your intention to do so, and get back to the left of the road as soon as possible.

When riding at night take care that your red reflector (if you have not got a rear lamp) is so placed as to be visible at a reasonable distance, and see that it is not hidden by a great coat or a parcel on the cycle or otherwise.

IV.—Pedestrians

Always walk on the pavement or footpath if there is one. Walk on the left side of a footpath or pavement. This will enable you better to see traffic coming up from behind before you step off, if you are walking in the same direction as the traffic is going.

Never stand about at blind and dangerous corners.

V.—Road Improvements

The Ministry of Transport should, without delay, formulate and give effect to a programme for the speedy elimination of railway level-crossings on all classified roads. The cost should be borne partly by the railway companies, partly by the highway authorities and partly by the Road Fund.

Road authorities should provide footpaths on all new and reconstructed roads and on all old roads where none now exist and where the width of the road renders this possible. Footpaths should be maintained in as good a condition as the roadways.

T. T. RACES

Amazing Reserve of Speed

The effect of the Tourist Trophy Races is undoubtedly reflected in the amazing reserve of speed and reliability of the modern British motor cycle. The races subject a machine to a punishing test unequalled in any competition throughout the world. To emerge a winner is to hallmark a machine as a well-nigh perfect production, whilst even to finish and qualify for an award is a guarantee of the highest standard of excellence; for not only is the engine tested to its utmost capacity by the terrific speeds it is called upon to produce, but every other part of the machine—frame, gearbox, clutch, brakes, magneto, chains, controls, tyres, bearings—everything down to the last nut and split pin is tested in a like degree. Specially prepared as these machines are, they provide information for their manufacturers, the results of which are woven into the standard machines produced for the great motor cycling public.

In the Lightweight race, the little 250 c.c. machines showed a surprising turn of speed, the winner's average time of 63.37 m.p.h. on a 2.46 Excelsior-Jap, being a record for the course in this class.

The Junior race was a triumph for the Velocette 3.48 c.c., its rider F. G. Hicks, winning at a speed of 69.71 miles an hour, this also being a record time for the Junior class.

Perhaps one of the most remarkable features of the Senior race, apart from the astounding record speed of 72.05 m.p.h. achieved by the winner, C. J. P. Dodson, riding a 4.93 Sunbeam, was the excellent performance put up by the 850 c.c. machines in competition with their more powerful "brothers." F. G. Hicks, riding a 3.48 c.c. Velocette succeeded in gaining 6th place in the final order—his speed of 69.26 m.p.h. being a very fine achievement.

Indeed, it is probable that had the weather conditions been as favourable during the Senior race as they were for the Junior race, this speed might easily have been improved upon. But his success will be admitted to be even more remarkable when it is pointed out that he was using exactly the same machine with which he had won the Junior race. A few minor adjustments had been made and the valves were re-ground, but he actually employed the same tyres, valve-springs, piston rings, etc., as well as the same main parts, and at the conclusion of its second race, the machine appeared to be as good as new.

This is surely conclusive evidence of the outstanding reliability of the British motor cycle.

In addition to F. G. Hicks, two junior class and from the same factory were among the 16 who actually finished the course, securing 12th and 14th place. This was a very fine performance taking into consideration the fact that they were competing against 500 c.c. models, capable of 105 m.p.h. The fact that three "Junior" machines succeeded where several of the 500 c.c. models failed is a proof that the "bottle is not always to the strong."

An examination of the winning machines after the races revealed the supreme mechanical fitness which was partly responsible for their success. With the exception of very minor defects, such as a broken exhaust valve-spring, the engines were in splendid condition; and after adjustments to brakes, slack chains and tappets, advisable in one or two cases, the same machines would have been ready to take part in another T.T. race.

The stage of reliability which has been reached in the production of the modern motor cycle gives rise to doubts as to whether further substantial improvement in design and performance can be achieved on present lines. But the British manufacturer aims at a theoretical standard of perfection and the experience gained from the severest road races in the world is reflected in further refinements and improvements, introduced into his standard models, for the greater convenience, comfort and safety of the motor cycling public all over the world.

SERVICE OVERSEAS

With a view to popularising their motor car productions overseas, Armstrong Siddeley Motors, Ltd., have developed a large service organisation in Australia, while further important developments in this connection may be expected in the near future in South Africa.

BUSINESS OPPORTUNITY

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring your ad to 2A, Wyndham Street or Phone C. 4441.

DODGE NEW SIX SEDAN
DODGE ROADSTER
DODGE SENIOR SIX.
DODGE TRUCKS & BUSES.

¾ - 2 Tons.

NOW ON VIEW

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central,
 Telephone C. 5644.

K.L.G.

"FIT AND FORGET"

THE WORLD'S BEST SPARKING PLUGS



Distributors:
AUTO PALACE CO., LTD.,
 484, AVENUE JOFFRE,
 SHANGHAI.

LORRY-BUILDING

Interesting Feature in Papers

An interesting serial feature has lately appeared in one of the leading London daily papers.

A whole page is devoted to illustrating scenes in the manufacture of some well known article, together with a brief record of the firm's history and methods.

One of the first factories dealt with in this manner was that of Messrs. Dennis Bros., of Guildford, whence come the lorries, buses and fire engines which are a familiar sight in practically every country of the world.

It is improbable that copies of the issue in question have reached many of our readers, but the very existence of the feature is sufficient to indicate the importance and interest of the works—especially when one considers the value of space in a national daily paper.

Those who contemplate a visit to the Home Country, however, need nurse no sense of disappointment, as Messrs. Dennis Bros. always have a warm welcome for overseas visitors, who are thus afforded the opportunity of seeing the various processes for themselves.

GREAT SUCCESS

Triumph Super Seven in Australia

It took nearly two hours to start the field, with cars leaving at intervals of two minutes, in the recent reliability test to Robertson promoted by the Royal Automobile Club of Australia. The competitors proceeded from the Sydney club house to Woolloomooloo, and then on for the acceleration test. Each car was given a distance of a quarter of a mile to cover from standing start in the shortest time, the driver of the car being allowed to use any gears considered necessary. Afterwards the cars proceeded to Robertson for the hill climb. The hill was very loose, several competitors expressed the opinion that its condition was worse than at any previous contest.

The five Triumph Super Seven cars entered secured 500 points for reliability, 100 per cent., and a total of 1,432.58 points for the whole trial of 95 per cent. In the expert class, R. F. Edwards and W. G. Buckle finished first with a team total of 97 per cent. points, and in the private owner's section the Triumph team were also first, R. P. Clisdell, D. R. Evans, C. B. Chapple secured 96 per cent. points.

FAMOUS FIRM

Diamond Jubilee Celebrated

Of the many events which pass unnoticed in the motoring world there is one which is not yet too late to recall—the Diamond Jubilee of the Humber concern. For it is now over 60 years since old Tom Humber, a Nottingham mechanic, made his first bicycle. Can any other company show a record of continuous manufacture for so long a period?

Tom Humber's first bicycle was far removed from the cycles of today. It was a bone-shaker in real earnest, and was known as a "Dandy-Horse." This machine, which took two months to build, had iron tyres on wooden wheels! It was, however, the fore-runner of the "ordinary" cycle, nick-named the "Penny-Farthing" on account of its huge front wheel and tiny rear wheel.

In discussing Humber's Diamond Jubilee, it is singularly apt that reference should be made to the first Diamond frame cycle—the cycle of to-day—invented and built by Tom Humber. This very machine, which the manufacturer himself rode until his death, is now in the Castle Museum, Nottingham, where it is shown as an object of exceptional interest and a permanent relic of early bicycle construction.

Thriving years followed the introduction of the "Safety" cycle, and in 1890 we find the catalogue of "Humber & Co., Ltd." (with a London depot), detailing a large range of models. Several of these were equipped with "anti-vibrators" to the front forks. Examination of the mechanical details of these devices shows that they were no less than spring forks—to disappear, later, from the pedal cycle, but to be standardised throughout the world on motor cycles. The prices of the machines, incidentally, were in the neighbourhood of £20; allowing for the cost of living in the nineties, this is roughly equivalent to the present price of a Humber motor cycle.

If not actually the first British manufacturers to market a motor car, Humber's were certainly amongst the earliest, and were the only firm with so long an experience of road vehicles. The first car, a 5 h.p. Humberette, was introduced in 1900, and in 1910, when the founder of the firm died, several then up-to-date models were made. In 1914 Humber's were manufacturing a very popular 10 h.p. car, but on the outbreak of hostilities the works were re-organised for the production of fuses, shells, aero engines and, later, complete aeroplanes.

Since 1918 the history of the concern is known to most motorists, if only by the excellent cars, motor-cycles and cycles giving service in all parts of the world. The 1929 range of cars, consisting as it does of 9 h.p. four-cylinder, and 16 and 20 h.p. six-cylinders, is in keeping with the company's reputation. A proof of the increasing popularity of these cars is found in the fact that a few weeks after Easter saw a production which was a record in the history of the company.

Sixty years ago Tom Humber built bone-shakers in a Nottingham shed; to-day, the works of Humber, Ltd., in Coventry, cover upwards of 24 acres of ground. The Diamond Jubilee has come and gone, leaving behind it a record of which any manufacturer might well be proud.

REAR WINDOWS

Now Made in Sensible Proportions

Some years ago it used to be the habit of motor car manufacturers to fit a back window—or "rear light" as some people call it—which was quite inadequate, from the driver's and everybody's point of view. It was generally not much larger than the slit in a letter box, and consequently the driver had very little view of the road behind him, having to depend entirely on his side mirror. Reversing in such a car was extremely difficult, because the absurd little back window was scarcely of any use.

Fortunately, in the general improvement of coach-work, the back window has not been passed by, and now it is of sensible proportions on quite a number of cars. The Arrol-Aster people, however, have gone one better. They have given the motorist a back window that extends almost from one side of the body to the other. This is an excellent idea, and another good sensible feature of this car. A glance in the central driving mirror will show you a view of the whole road behind; also you are spared a considerable amount of neck-convulsing when reversing.

Such a feature, though perhaps relatively small, is undoubtedly to be welcomed as a useful addition to the growing list of driving amenities. It is a feature which is particularly urgent nature to perform.

TRAFFIC DRIVING

Function of the Gear Box

After observing traffic conditions on the modern main road one is often tempted to ask this question: How would the average present day car driver describe the function of the gear-box? In nine cases out of ten the answer would probably be: "In order to get the car up hills which are too steep for top gear." It is because so many motorists associate gear changing solely with hill climbing that they fail to take advantage of the indirect ratios on the level road. They do not perceive that the real function of the gear box is to enable them at any moment to get a largely increased power from their engine, and what is more, they do not realise that acceleration is just as potent a factor of safety as the most powerful four wheel braking system.

Time and time again one sees an opening in the traffic present itself to a driver who timidly "treads on the gas," keeps his car in top gear and reaches the opening just in time to find it shut by an oncoming vehicle. Had he slipped into third or second gear he could have safely cleared the obstruction. As it is, by hanging on to top and not using his gears he has brought the control of his car down to the very minimum. It will decelerate all right, but its acceleration is distinctly limited.

A point that cannot be too often stressed, for it defeats a fallacy that hundreds of thousands of motorists believe is that high revolutions never hurt an engine as long as it is given a load to pull. Yet often enough the driver who races his engine in neutral, so as to "warm it up a bit" is the last man in the world to use his lower gears. He does his engine infinitely more harm by allowing it to pull down to the last few futile revolutions before giving it relief. But this aspect of the matter is trivial (for it is his own affair entirely), compared to the fact that the motorist who will hang on to top is a disturber of traffic and a menace to other road users.

It will, of course, be understood that this is not referring to the driver of the super sports car, who is always in a superior position as regards other vehicles, but essentially to the man at the wheel of the general utility vehicle. The motorist who rushes into top gear can be assured that he is doing that which is utterly futile. He will not harm the gear box by using it, for good design and impeccable material have made it almost wear-proof and quite fool-proof. He should learn how to slip his gears in quietly which is only a knack and can be acquired after a few minutes' practice. Above all it should be borne in mind that to get past another car quickly is to get past it safely.

£1,000 CAR

That Costs Less Than Half

The recent announcement by the manufacturers of the 14/45 h.p. Talbot 6-cylinder chassis that there will be no change in model or price for the 1930 season draws attention to the tremendous success that this "Six" has enjoyed, both at home and overseas, since its introduction.

An interesting commentary is to be found in the number of old Talbot owners who are buying it, and enthusing over it. The makers call it "the £1,000 car that costs less than half," and, certainly, its equipment contains many features that belong primarily to the luxury class.

In spite of its small engine this Talbot gives speeds up to 60 m.p.h. without fuss or stress, and the four close ratio gears are singularly silent. Automatic lubrication of the chassis eliminates one of the most dreaded maintenance jobs, while really efficient air, oil and petrol filters make for long life in the engine. The 4-wheel brakes are operated on the self-servo principle, and a spring steering wheel is another fitting that is appreciated by every driver on a long run over poor roads.

BRITISH 'BUSES

Essential For Overseas Requirements

The building and shipping of two special 'buses to comply with Canadian conditions, for exhibition at the Montreal Convention, is yet another instance that Leyland Motors never hesitates to produce special models to meet conditions abroad.

In addition to specially designed chassis, the two vehicles referred to were fitted with bodies, built in the company's own coach-building shops, to meet demands for one-man operation in Canada, where the rule of the road usually calls for left-hand control.

One of these vehicles, the

PROOF OF QUALITY!

16 Nations have selected

DUNLOP TENNIS BALLS

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Davis Cup, 1929

(including the Challenge Round)

This in addition to the following:

NATIONAL CHAMPIONSHIPS

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MILEAGE MEANS FISK, FISK MEANS MILEAGE.

Thousands of motorists have proved it —



FIT TO-DAY'S TYRE FOR TO-DAY'S TRAFFIC

You can depend on them for safe, trouble free service over any kind of going and you can be sure that their long life will lower your tyre costs

IF YOU WANT MILEAGE FROM YOUR TYRES

TRY FISK.

ONE TRY AND YOU WILL BE CONVINCED

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Lioness-6, is a six-cylinder bonneted type saloon 'bus with the entrance controlled entirely by the driver. It is fitted with left-hand control; the wheel-base is 19 ft., the body dimensions being 29 ft. long by 8 ft. wide.

The other vehicle is the company's well-known Tiger, fitted with a six-cylinder engine, but is of the type where the driver is placed beside the engine. In this case he is seated on the right of the engine. The driver has a swivelling seat, and, as the entrance door is on the off-side at the front, he has only to release a spring catch, swivel his seat round and collect the fares as passengers enter.

Both 'buses have a seating capacity for 29 passengers, but in the case of the Tiger, due to the forward control, these can be accommodated in a vehicle of 27 ft. 6 in. overall length. The 'buses are finished in apple-green and cream, and they created a considerable amount of interest amongst bus operating authorities and manufacturers at the convention.

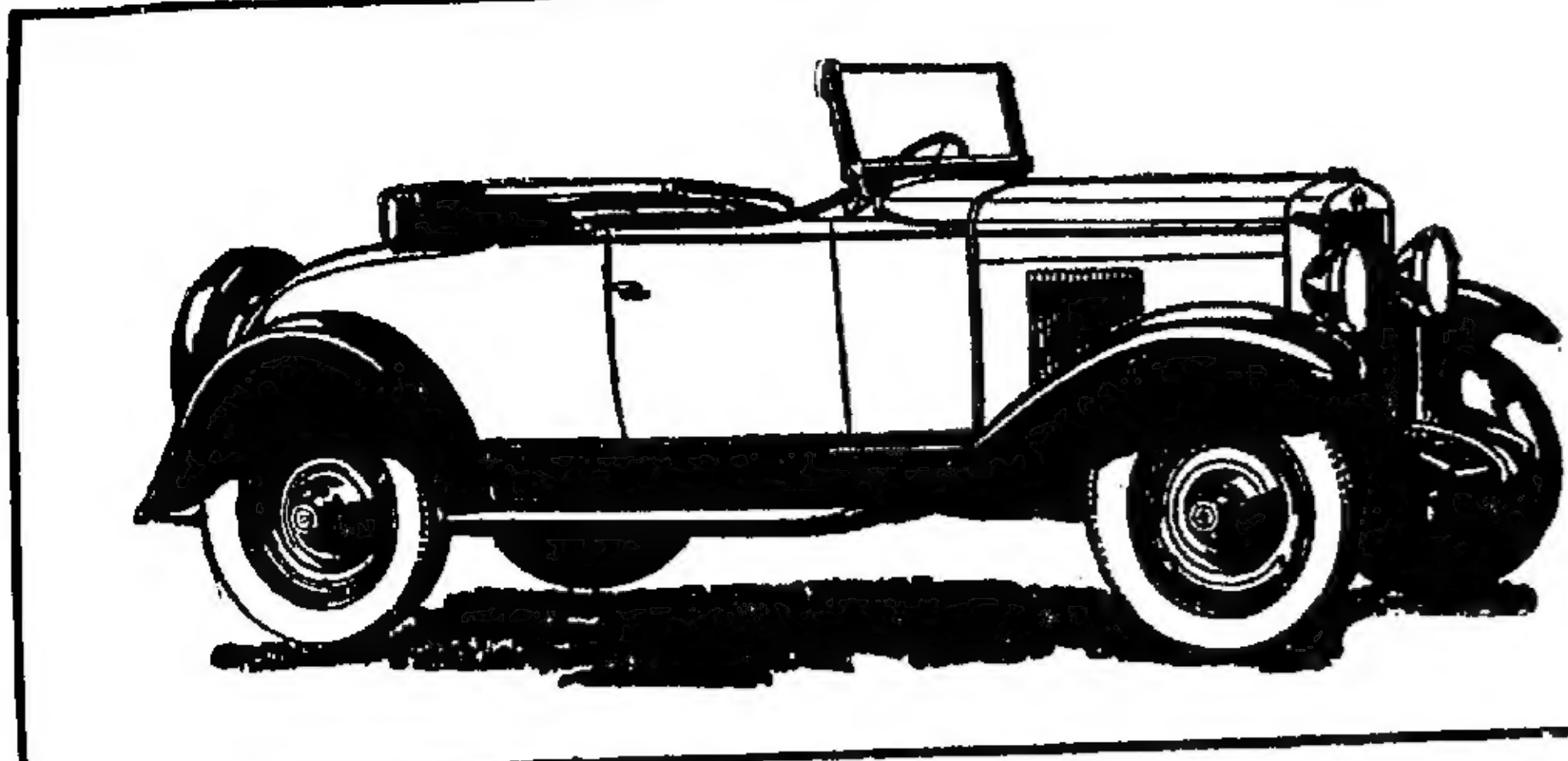
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Electric
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 etc., etc.



Have you seen the NEW CHEVROLET

Everybody is talking about the New Chevrolet. Never in automobile history has there been a more sensational event than the advance showing of the New Chevrolet. Wherever you go, you hear the shouting, "Have you seen the New Chevrolet?" Some talk about its beauty. Some of its marvelous performance. Some of its astonishing value. But all agree that it is "The Outstanding Chevrolet Chevrolet History."

As you walk around this Six in the price range of the four, note how its beauty has been heightened by the new hood, the new radiator, and the 16 narrow louvres. How Fisher craftsmen, who make body building an art, have provided a measure of style, distinction and roominess that rivals costly custom creations.

Then when you inspect the chassis and engine you will discover feature after feature of advanced engineering once thought impossible to provide except in the highest priced cars. Features that contribute immeasurably to comfort, safety, durability, ease of handling. No wonder so many thousands who were contemplating buying more expensive cars decided to buy the New Chevrolet.

As you sit behind its big, handsome wheel, you too will want to set its nose towards the open road—and GO! And it will not disappoint you. For here is all the delightful smoothness which has created the preference for the six cylinder engine made all the more marvellous by greatly increased power, high speed and thrilling new swiftness of acceleration.

And as you drive the New Chevrolet throughout the year, you will realize that Chevrolet reputation for economical fuel consumption and upkeep is more pronounced than ever before.

We cordially invite you to see it in our showrooms today.

THE HONGKONG HOTEL GARAGE.

25, Queen's Road Central

The new Chevrolet Roadster of most modern design.



A Six at the Price Range of the Four

Four Door Sedan	H.K.\$2,065
Tourer	H.K.\$1,665
Roadster	H.K.\$1,665
1½ Ton Truck Chassis	H.K.\$1,593

All Cars fitted with Bumpers.
Electrics and Hand Horn.
Spare Rim Tyre and Tube.
Truck chassis fitted with front
Bumper, Spare Rim Tyre and
Tube.

IN AUSTRALIA

Motor Car, Lasso, And Camera

Motor car, lasso and camera in place of high-powered rifles are coming into style as the popular diversion in staging big game hunts in Australia, according to C. S. Fletcher, Studebaker representative.

That this form of hunting is vastly more exciting and more sportsmanlike is pointed out in a letter from Mr. Fletcher, since the new form of hunt calls for release of the quarry uninjured after the catch. He describes the new fashion in hunting as follows:

"The scene of the hunt was thirty or forty miles outside the city of Leeton—right in the middle of the bush. For equipment we had two Erskine cars, a Sedan and a Tourer, a lasso and a camera to record the success of the day.

"After scouring the countryside for a couple of hours, we spied four emus. We singled out one and the chase was on in earnest. It scampered around through the undergrowth and over rough ground that forced us to travel between thirty-five and forty miles an hour. Finally the bird seemed satisfied that it could outrun the car and started across the plain. The going was horribly rough but by virtue of the absence of trees, the Erskine managed to gain rapidly.

"Capture was effected by 'Texas' Jack, who rode the running board of the careening car and tossed a lasso over the bird's head. The problem then arose of standing behind the emu while photographic evidence was taken. Emus are far more talented in kicking than the toughest mule. Unlike the mule, however, they kick forward instead of backwards and it must be admitted that they are very accurate shots. With the picture made, the humiliated, but uninjured emu was released."

A Kangaroo Chase
Next on the programme was a kangaroo chase. After hours of cruising the hunters finally caught sight of a big fellow who seemed to offer everything that might be wished for in a specimen.

"We anticipated no trouble in landing him," Mr. Fletcher continues, "but he led us a very merry fifteen-mile chase before finally being captured. Although not classed as a ferocious animal, the kangaroo nevertheless has powerful weapons of defence. His forefeet are equipped with long and extremely sharp claws. With these he can grasp a dog or man in a vise-like grip and rip and tear most devastatingly with teeth and hind claws, while 'sitting' on his strong tail.

"One method of attack consisted of seizing the great tail and lifting it off the ground, whereupon the kangaroo was off balance and practically helpless. Even so, holding the tail is no job for a weakling and getting behind him to seize the tail no mean feat.

"The hunt continued and before the end of the day our bag consisted of five grown kangaroos, four baby kangaroos, one emu, one eagle, five ducks and one of the largest specimens of our most deadly snake—the black snake. The last named, incidentally, was not given the courtesy of release accorded our other captives.

"It might be mentioned that the hunt was so eminently successful," he concluded, "that one of the party posted a \$250 challenge with a Leeton newspaper to any other party of similar size duplicating the feat with any other make of car than Erskine or Studebaker."

CAR TYPES

Nines Versus Sixes—An Incident

It is curious how various ways of describing types of cars come into vogue. For instance, one refers without thinking to the Austin 7, Standard 9, Riley 9, &c., thereby labelling them by their h.p., whereas when speaking of their larger brothers with six cylinders they are almost always referred to as so and so six.

This somewhat ambiguous description led to a rather amusing incident recently. A Standard enthusiast had been extolling the merits of his Standard "Nine" to a non-motoring friend who was contemplating buying a car. This friend was rather keen on a small 7 h.p. car as he considered a larger car would be too big for his garage. However, a few days later another friend of the would-be purchaser happened to mention in the course of conversation that he had just had a run in a Standard "Six," and mentioned what a fine car it was. The would-be motorist at once went to the Standard agents to see this new six, thinking that it was one less than the "Seven" he was contemplating purchasing, it might be even a smaller car and would suit him better.

His surprise when shown the Standard 16 h.p. six cylinder car he imagined better than described.

AMERICAN CAR

Acceptance in Other Countries

Mr. Alfred Reeves, General Manager of National Automobile Chamber of Commerce of the U.S., believes that the foreign market, in which the U.S. manufacturers have been highly interested for a number of years, is producing wonderful results and that sales to other countries, which for the current year are estimated to exceed 1,000,000 U.S. cars, will present another achievement in the history of the American automobile industry. In addition all this may be considered as an indication of what can be done in the future by automobile manufacturers.

The situation here and abroad, Mr. Reeves said, is comparable with that in the U.S. nine years ago. The number of cars registered in other countries exceeds 7,250,000 compared with 7,565,000 which were registered in the U.S. as of January 1, 1920. Export sales during the present year will exceed 1,000,000 cars of U.S. design. Besides this manufacturers of other countries will do considerable business. Our exports during the first three months were one-fifth of the total production. The fact is that, aside from sales of American designed cars there is additional production abroad, which brings the total foreign absorption to about 1,750,000 cars a year. This is a very favourable trend. As this tendency continually increases, the prospects for the American car in foreign countries for the coming years seem to be most promising.

A HUMBER IN INDIA

The following is an extract from a letter to Messrs. Rootes, Ltd., distributors of Humber cars, from an official of the Public Works Department, New Delhi, India: "My 14/40 Humber car purchased in May last has now completed 13,000 miles, and I am about to have the engine decarbonised for the first time. I have so far found it unnecessary to make any adjustment to valves, brakes, tappets, etc. My only involuntary stop has been due to a choked petrol filter. Up to the present the only occasion upon which the water boiled was when the car stuck in deep sand in the bed of a nullah. For cross-country work the car is admirable on account of the high ground clearance and stiff frame. I have yet to ride in a car with a frame that flexes so little when going over uneven ground. As regards tyres, I have not yet had to purchase a new tyre and the originals are still good. Altogether this is a most excellent car."

MADE IN BRITAIN

12,000 Miles For 15s. 6d. in Repairs

A very good example of the lasting workmanship and reliability put into the making of British cars was reported a little time ago by the owner of a 15.9 h.p. Arrol-Johnston. He bought the car second-hand after it had run thousands of miles, and then proceeded to do some extensive travelling.

During the past three years the car has done about 49,000 miles, and last year it did 12,000 miles for an actual cost in repairs of 15s. 6d! The petrol consumption is 32 m.p.g., and the tyre wear, the owner says, is negligible, despite the fact that the car has had many long runs with six up and luggage. He adds that he very rarely has to do anything to the car; he has not touched the plugs or valves in the last sixteen months. He considers that this is a marvellous record for reliability and good workmanship.

As owners in the Dominions are finding out, British cars if decently looked after, outlast the makes of any other country—and after all, reliability is 80 per cent. of the joy of motoring.

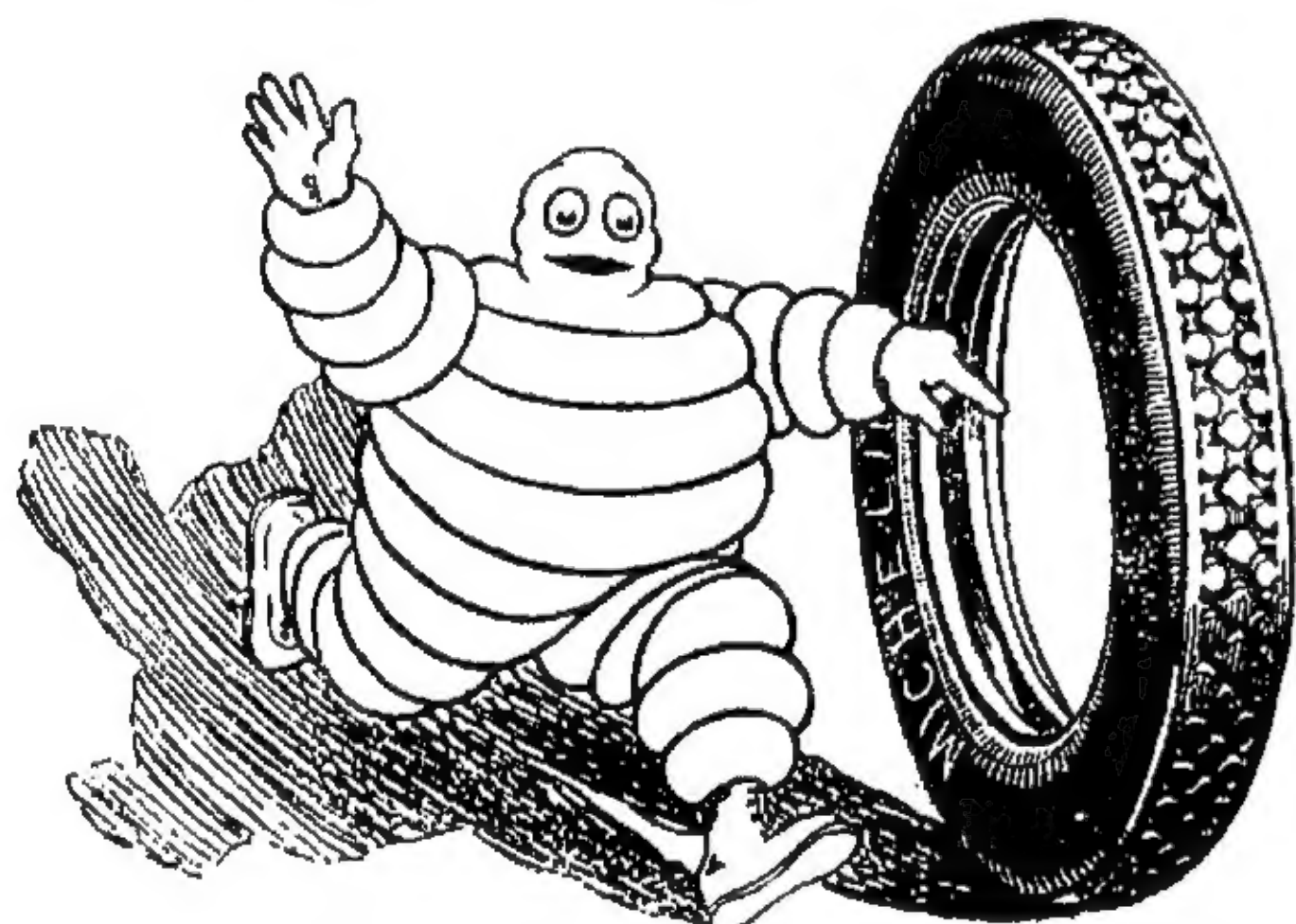
ANY MORE T.T. RACES

Question Discussed in Isle of Man

One of the most discussed questions in the Isle of Man was the continuance of the T.T. Races. The cost is so great that many manufacturers are wondering whether the expenditure of competing—and there is only one first place in each race—is justified. The preparatory work involved, and the expenses in the Island of a concern tackling the races in a determined fashion is £10,000 to £12,000—one bit of bad luck and that money is thrown away. Some of the firms who win have perhaps not sufficient capital to take full advantage of their winning effort, but are committed to a policy of supplying fast motor cycles. There is no doubt that many of the firms would welcome the discontinuance of the T.T. Races, as an aid to sales. It must not be forgotten that some concerns do not interest themselves in the T.T., the Ariel has never performed prominently in the Isle of Man, yet to-day it is one of the most prominent motor cycles in the world market and its popularity seems to be increasing everywhere.

MICHELIN

FOR NON SKIDDING AND DURABILITY



A. GOEKE & CO., DISTRIBUTORS.

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FIAT GARAGE DEPOT.

67, Des Voeux Road C. Tel. C. 4821.

LUBRICATION

The New Triumph Models

As an entirely new system of lubrication is employed in the new Triumph "C" models, a few words on this subject will not be out of season.

When starting up a new engine it should be seen that the oil delivery tap is open. As soon as the engine is started, the oil indicator plunger on the timing case should automatically raise itself to show that the oil is being delivered under pressure to the big end bearing, at the same time priming the scavenger pump. The engine should be allowed to run slowly for several minutes until sufficient oil has collected in the crankcase collecting chamber for the return pump to scavenge. The machine is ready for running on the road as soon as oil is being returned to the tank,

as shown by oil flowing from the return pipe just inside the oil tank filler device. The filler cap should be removed for this purpose. The oil regulator on the timing cover is set in the most suitable position before the machine leaves the works and should not be altered unless absolutely necessary. A fairly safe test as to whether the engine is getting sufficient oil is to throttle down and allow the engine to run slowly for a few seconds, and then to open the throttle wide, when the exhaust should show a trail of thin blue smoke.

Occasional reference to the oiling of the engine should be made when the machine is in motion, by feeling the indicator spindle to verify the oil feed.

The oil recommended for the model C.O. engine is Gargoyle Mobiloil D. in summer and T.T. in winter, and for the models C.N., and C.S.D., Gargoyle Mobiloil B. in summer and T.T. in winter. In each case Mobiloil C. for the gearbox. The winter recommendation should be followed when freezing temperatures may be expected. Oil in the main supply tank should be replenished as required.

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, C.4769.
BEAN.—Lane, Crawford, Ltd.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road, C.4759.
CHANDLER.—The Asiatic American Co., 11, Queen's Road East, Tel. C. 575.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4769.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO.—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ESSEX.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. 1558 & 3532.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD.—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
HILLMAN.—Lane, Crawford, Ltd.
HUDSON.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
HUMBER.—Lane, Crawford, Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4795.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street, Tel. C. 244.
BEAN.—Lane, Crawford, Ltd.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4769.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
FEDERAL TRUCKS.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORNISON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
GRAHAM.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
HUMBER.—Hongkong Hotel Garage, Queen's Road, C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd, Des Voeux Rd. Central.

MOTOR CYCLES

B.S.A.—The Sincere Co., Ltd., Des Voeux Road, C.1067.
HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon, K. 1232.
HUMBER.—Lane, Crawford, Ltd.
MONNET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, C.4759.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C.1247.
FISK TYRES.—Gilman & Co., 4a, Des Voeux Road, C. Tel. C. 290.
GOODRICH TYRES.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
MICHELIN TYRES.—Goeke & Co., China Building, C.2221.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

RECORD TRIP

Pilgrimage to the Battlefields

What is probably the largest trip ever undertaken by a single works took place on the occasion of Leyland Motors employees' annual outing this year. Nearly 3,000 men from the company's factories at Leyland, Farington, Chorley and Kingston-on-Thames left by six special trains for Dover. Three special boats had been engaged to take the party across to Ostend, where twenty hotels were ready to receive them for breakfast.

The day was spent in visiting the battlefields, the majority of the contingent setting off by some eighty char-a-bancs via Newport, Dixmude, Ypres and "Hill 60."

A moving ceremony was witnessed when tribute was paid at the Menin Gate to the British dead who fell in the Salient. Led by Mr. Arthur Spurrier, Director of the Company, and Mr. A. A. Lardot, General Manager, a large procession moved down to the Menin Gate, where a wreath composed of red roses was laid on this famous shrine. Two Belgian soldiers and

one English bugler, now living in Belgium, sounded the Last Post. Returning to Ostend, the tourists assembled in the Place d'Armes, where a civic reception awaited them at six o'clock. After the reception the visitors had the rest of the time to themselves until they sailed for home in the early morning, tired but very happy after a most enjoyable outing.

ELECTRICAL STARTERS

In one of the principal tests that Lucas electrical starters have to undergo for research purposes at Birmingham, the starter has to turn over a large fly-wheel coupled to a typical car engine, so that a similar load must be overcome as in actual service on a car. In addition, a variable braking device on the fly-wheel shaft enables the load to be increased in severity. The starter makes several starts a minute, and this is carried on continuously, hour after hour, day after day, giving the equivalent of years of hard actual service within a few days.

Drive a Trusty

"TRIUMPH"

the Motor that never fails you

BODY DESIGNERS

Show Interest in New Willys-Knight

Automobile body designers of both custom and standard production cars are showing a marked interest in the new Willys-Knight Great Six which is now being shown throughout the world in showrooms of Willys-Overland merchants. The interest of the experts has been aroused through the distinctiveness of these models which disclose an entirely new original treatment of details.

Although the design of these new cars is not radical and keeps well within the bounds of refinement, yet the completeness of each detail is seen as a marked advance of previous body types.

For example, a side view of the Great Six Sedan shows that the straight horizontal lines have been almost completely eliminated. This has been accomplished through the treatment of the belt mouldings which curve up at the front and rear, blending nicely into the window frames. This is further accentuated by a curved moulding near the base of the body panels, which sweeps upward over the cowl and then curves forward again to terminate in a point on the centre line of the hood. The forward portion of this line produces the effect of greater hood length. This treatment of the moulding is chiefly responsible for the carefully placed colour combinations.

This new conception of outstanding style is carried also into the interiors which are marked by an unusual refinement. The hardware is of dull copper which is a distinct relief from the highly polished nickel finishes so generally employed, and is in perfect harmony with the rich upholstery fabrics.

The new type of instrument board is a high point in the decoration of the interior. All of the instruments and buttons are compactly grouped within a square dull copper panel, the design being entirely original.

In these striking models, nothing has been left undone to make them, not alone the outstanding product of Willys-Overland history, but to embrace a new standard of quality and style that would have a tendency to antedate previous conceptions of motor car design.

The new Great Six line is comprised of a 5-passenger sedan, sport roadster with a roomy and comfortable rumble seat in the rear, coupe, five passenger coupe and phaeton.

LATEST CARS

New Triumph Super Seven

Readers of these notes will be interested to learn that the Triumph Super Seven popular fourer is now supplied with wire wheels, finished in cream, without extra charge. The body is cellulose finished in blue or maroon. These new colour combinations have made a surprisingly big difference to the appearance, and since introduced the demand for this model has grown amazingly.

The fabric saloon de luxe is another addition to the Triumph Super Seven range. The body is of a most attractive design, the sides are carried down to the running board and the rear quarters are gracefully rounded. It accommodates four persons comfortably, and there is a large luggage container at the back. The upholstery is in real leather, safety glass is fitted throughout and chromium plating is standard.

It should always be borne in mind that ordinary metal polish should not be used on any account for cleaning chromium plating, otherwise the brilliant finish will be destroyed. A sponge down and a quick rub-up with a clean soft duster will remove marks or stains.

CLOSED CARS

Another Advantage of the Saloon

A Hillman owner in the Azores states that there are, unfortunately, very few British cars out there. It is a market which, though small, would seem to be quite well worth developing.

His experience with the Hillman saloon has completely converted him to the closed car, and he gives rather a novel reason, which would possibly not occur to motorists accustomed to modern dustless roads.

Besides finding it snug in winter and cool in summer, he says that above all it keeps him clean in dry weather—"a great consideration where tarred roads do not exist and there are clouds of dust on dry days."

Drive a Trusty

"TRIUMPH"

the Motor that never fails you

HUMBER CARS

Refinement In Bodywork

Nowadays there is a growing tendency amongst certain manufacturers to produce cars with a standard design of bodywork. External shapes may differ, but interiors are almost painfully similar. One might summarise the modern closed car as containing front seats, a rear seat (with comfortable accommodation for three full-sized passengers), a cigar-lighter and a lady's companion set, limousines also have "occasional tip-up" seats, an unfortunate name, perhaps, but one which is not always unwarranted!

The manufacturers of Humber cars can justly claim to be exceptions to this rule of stereotyped bodywork. Humber bodies have been distinctive for a quarter of a century, both as regards construction and appearance, and the veriest novice can tell at once that they are not mass-produced.

Take the case of the "occasional tip-up" seats, more tactfully described by Humber as "folding universal seats." These are to be found in both the limousine and the landaulette 20 h.p. cars, but they are very different from the ordinary seat of this type. They fold flush into the partition, for instance, and when raised can be used to face any direction. Thus the additional passengers can sit with their backs to the driver, sideways, or facing front. In the latter position there is ample leg-room, for in addition to the fore and aft adjustment, the wells into which the seats fold when not in use provide a useful amount of foot space.

Such details make all the difference to the passengers' comfort and to the owner's pride in his car. It was, perhaps, these and other refinements which caused the Duke of Portland to decide on a Humber, a 20 h.p. limousine having been delivered to His Grace a short while ago.

HILLMAN 14

Fine Testimony From Africa

Mr Robert E. Brown, in the course of an article in the "Zambesi Mission Record," gives the following information concerning his Hillman "Fourteen" car.

"We were now in my own territory and naturally it fell to me to be cicerone and chauffeur to the travellers through the Prefecture. My own Hillman car was at Bulawayo. It was stated more than once that English cars are not of much use in Rhodesia, but that is all wrong, for, if the proper type and make of English cars are employed, they will stand up to the work as well as, if not much better than, any American car, and give incomparably longer service."

Through the generosity of friends in England I was enabled to bring back with me after my visit home in 1927 a Hillman touring car, and this car has done wonderful service. So far I have driven it over 10,000 miles, over some of the worst roads in creation, across country where no roads existed, through many of the Native Reserves and from one border of the country to the other without the slightest mechanical breakdown of any kind. One accident I had, of which more anon, but that was entirely my own fault. It has been in a garage once, and that was for battery trouble only, and it has never been overhauled except by myself. I have had only one involuntary stoppage on the road, except for punctures, and that again was owing to negligence on my part, as I had forgotten to clean the filter in the Autovac, which had become so filled with debris from the petrol that it was completely clogged. That is a record of which any car might be proud, especially when one considers the condition of the country."

NO MORE TRAMS

Replaced By Modern Buses

The transport system in Wolverhampton is of particular interest to students of such matters as it boasts the largest bus undertaking in the world so far as route mileage is concerned. The Corporation have just taken delivery of five Guy double deck covered top electric trolley buses, bringing their total of this type of vehicle up to 29.

The first trolley bus route was started six years ago, since when the policy of conversion has been pursued until at last the only remaining tram track has been pulled up, and trolley buses substituted. The Wolverhampton Transport Committee claims that trolley buses provide cheaper conveyance of passengers and are a contribution to national economy in that 5,000 to 6,000 tons of coal per annum are used for the generation of electricity for the propulsion of electricity for the propulsion of the existing trolley bus fleet instead of the use of imported petrol.

AFTER A LITTLE

Motor Vehicles in Kenya

The land of after a little—a fitting appellation for Kenya, where humanity suffers from a universal epidemic of doing things on the morrow. Where the white man prefaces most undertakings in the daily round by a considerable number of resolutions to make a start "Baada Kidogo." Where the Indian will perform necessary ablutions on his person "Baada Kidogo." Where the native will do a little work "Baada Kidogo," and so on ad infinitum. It is contagious, too. The newcomer there passes the first months in a delirium of activity, but it is interesting to observe the "Baada Kidogo" organism make its influence felt in the victim's system after a bit.

A number of events of note have recently taken place in Kenya. Not the least among which has been the arrival of several Albion products. The first Albion six-wheeler in the colony arrived last September, and at the time various representatives of Government Departments and the public were given a spectacular demonstration of the capabilities of the vehicle on cross country work. The performance of the vehicle created a profound impression. Some interest may be attached to the fact that at the request of Government House the personal luggage of His Royal Highness, the Prince of Wales was removed from the station to the House on this vehicle, a most auspicious maiden trip for the lorry. While dealing with the Prince's visit in Kenya, it is interesting to note that all the transport work on the hunting trip of His Royal Highness was carried out by Albion lorries only. For that arduous business three 24 H.P. Albions were chosen from the transport column of the King's African Rifles, which is composed of a number of various makes of vehicle.

The variation of running conditions in Kenya is enormous. Situated right on the Equator it is, of course, subject to intense heat, but there are places only two miles north of the Equator where people are glad to have top-coats to wear at 11 o'clock in the morning. This is, of course, owing to the altitude of over 10,000 ft.

These notes are from a letter recently received by the Albion Motor Car Co., Ltd., of Glasgow, from a resident in Kenya. Albion vehicles are very popular in Kenya, where their reliability makes their distance from the works a matter of small importance, while local users are well looked after by Messrs. Gailey and Roberts, of Nairobi.

PAINT FOR CARS

Might Cost Its Weight in Gold

When calculating the weight of a vehicle, the amount of paint used would hardly seem to be a matter of much importance. It will possibly surprise some people, however, to learn that on an ordinary motor delivery van the paint alone weighs from 25 to 30 lbs., or sometimes more.

The last coat, in fact, like the proverbial last straw, while it will not break the chassis' back, may "break" the man who buys it by involving him in a heavy addition to the annual tax on the vehicle.

In the same way the gauge of the timbering and the iron work used on the body has to be most carefully considered with a view to the tax.

The importance of this matter was strikingly demonstrated a short while ago, at the Luton works of Commer Cars, Ltd., where a tilt van body of exceptionally large dimensions was to be seen mounted on a 30-cwt. chassis. By careful paring the total weight was kept down so that the annual tax was £25, whereas if the weight had been greater by even a few pounds the annual tax would have been over £32.

OF GREAT VALUE

Tangential Brake Anchorages

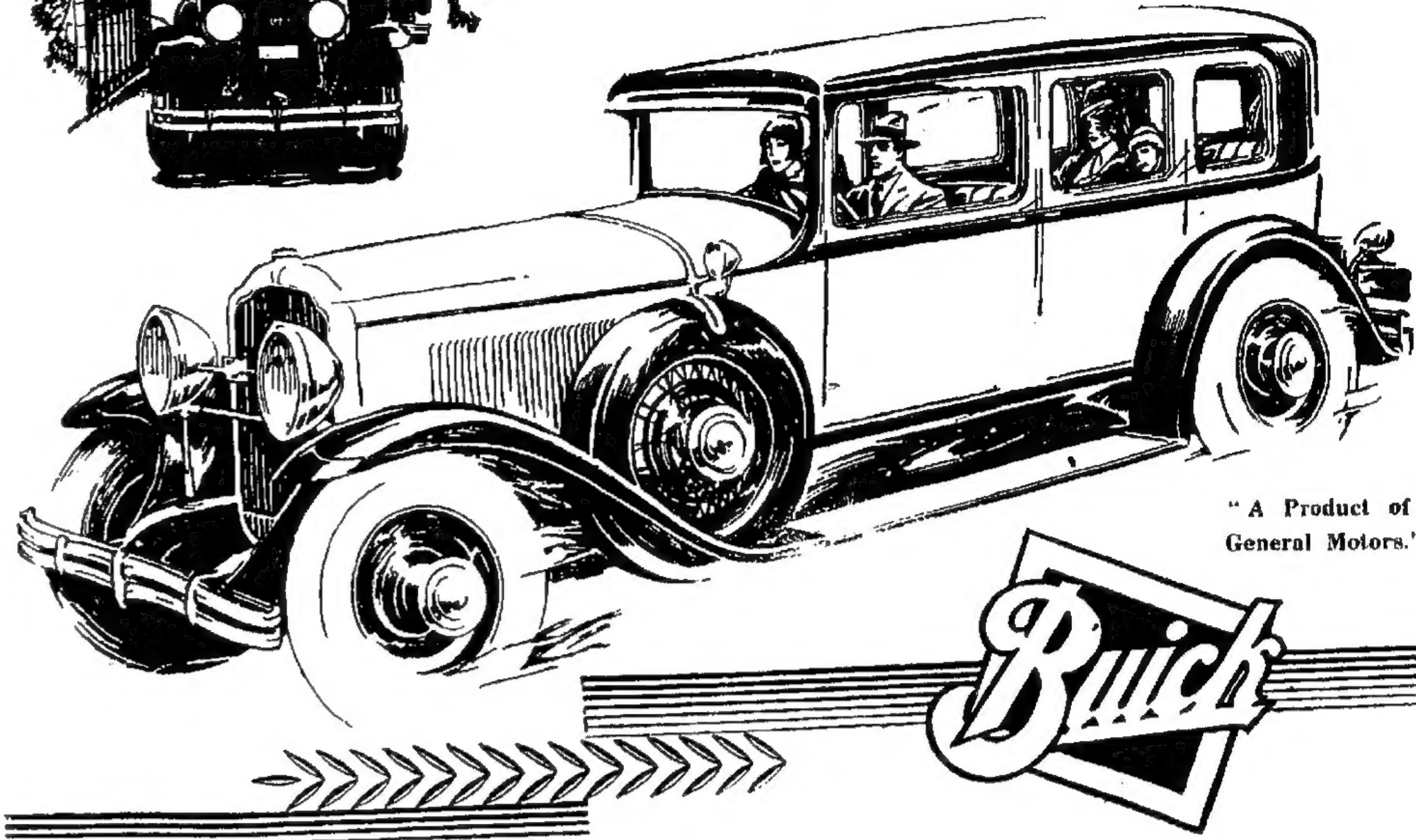
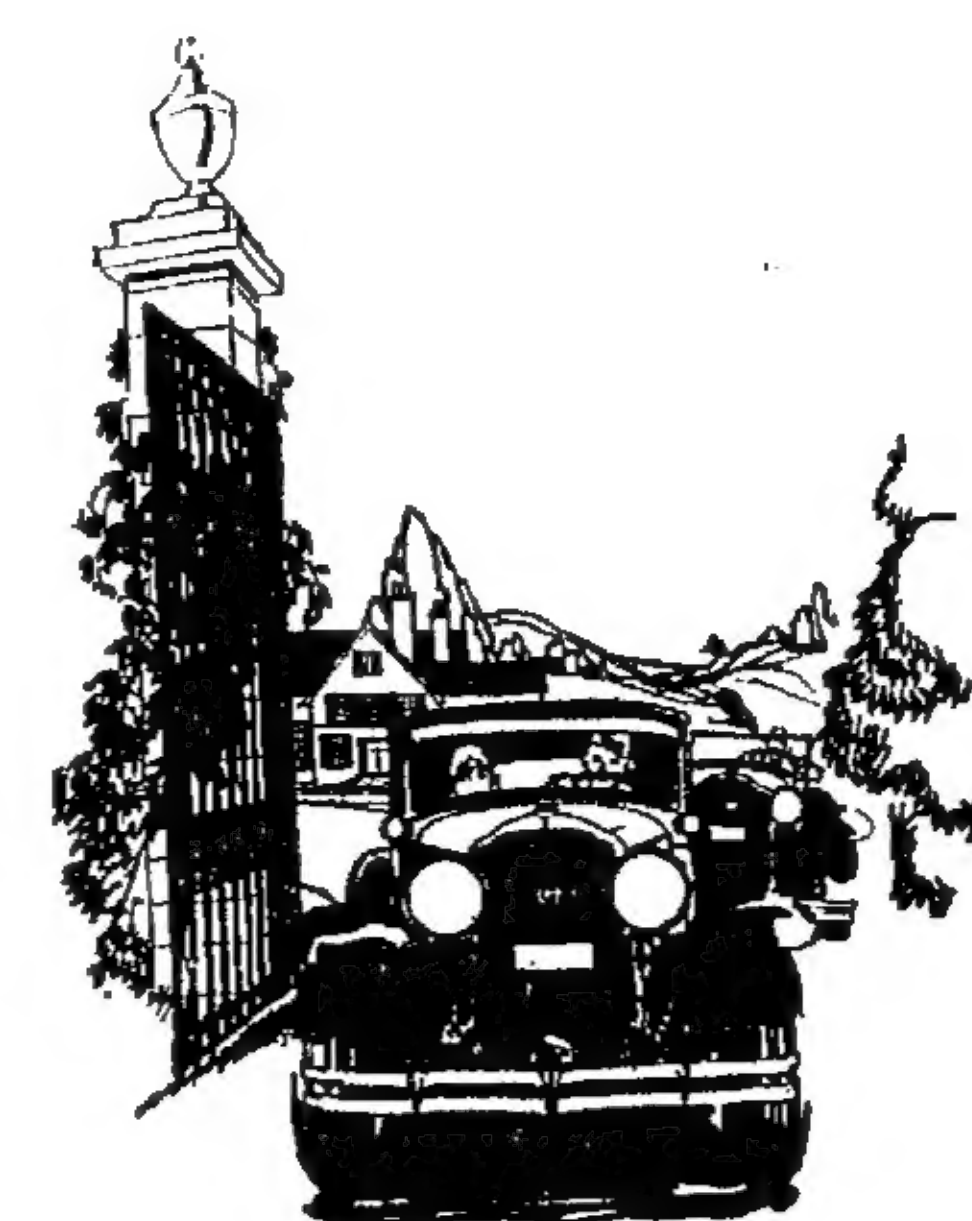
A small but very important point that riders may have neglected to observe is the tangential brake anchorages fitted to these new Triumph "C" models. On rough roads particularly, these are of inestimable value, inasmuch as full braking effort can be exerted without fear of damaging the frame. With the more usual form of design braking stresses are concentrated on a limited portion of the front forks and back stays and are likely to cause fracture of these vital parts, but this weakness is overcome by the introduction of tangential anchorages which distribute the stresses over the whole area of the forks and stays and thus provide an unusual factor of safety.

RIDE IN LUXURIOUS COMFORT

1930 MODELS NOW ON DISPLAY.

The moment you see the New Buick you will be impressed with its comfortable looking appearance. And looks do not deceive as you will learn when you sink into the deep, form-fitting cushions covered with finest quality mohair—when you note the elbow-freedom, the generous leg-room and the ample room above your head—when you see how the large doors, large windows and rich carpets add still more to your comfort.

And many engineering features such as, for example, the new semi-elliptic rear springs and double-acting hydraulic shock absorbers, contribute in no small measure to the unsurpassed riding comfort of the new Buick. Why not let us drive you home—to-night?



"A Product of General Motors."

114" Wheelbase Marquette Models	£81,470 to £81,600
118" Wheelbase Buick Models	£81,800 to £81,940
124" Wheelbase Buick Models	£82,240 to £82,275
132" Wheelbase Buick Models	£82,195 to £82,890

THE DRAGON MOTOR CAR COMPANY LTD.

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A CONQUEST

The Nankou Pass Traversed

Like Alexander, an explorer complained recently that there were no more worlds to conquer. The Morris-Commercial Six Wheeler, however, does not appear to suffer from this handicap.

After its triumphal defeat of the Kalahari Desert, the "worst desert in Africa," this remarkable machine has now tackled the mountainous desolation of Northern China, and has once again demonstrated its ability to overcome "the seemingly impossible and vain."

The Nankou Pass forms the sole outlet from China into Mongolia. The Chinese believe that a road exists over the mountains at this point. If the rock-strewn bed of a mountain torrent, over which no motor-vehicle had hitherto ever passed without being unladen and propelled by human power can be described as a road, then the Chinese are correct in their belief. The tireless coolie, the broad-footed Bactrian camel, and the sturdy mule-drawn native carts are the sole users of this "highway."

In April a Morris-Commercial Six Wheeled lorry, with ten passengers and a load of over 3,000 lbs., set out from Peking to attempt the climb to the Pass. By fitting single tyres in place of double, the track was reduced to little more than that of the ordinary cart track of 4 ft. The wisdom of this plan bore its fruit on the Pass, for in many places there was only just room to squeeze through. The foot of the climb was reached in three hours. At the end of another three hours the Morris-Commercial lorry within the shadow of the Great Wall of China and the Nankou Pass was conquered.

Photographs, taken during the climb, give some idea of the terrible nature of the going. The so-called road was littered with great boulders and intersected with stone watercourses. These were more than 6-in. high, and crossed the track at an angle, causing the front wheels to leap into the air. Frequent delays were caused by the strings of transport mules and other traffic which, for countless centuries, have used this famous Pass.

In the experienced hands of Major E. C. Pinder, R.A.S.C., the car throughout behaved splendidly proving its complete adequacy under supremely severe demands. One

FORD PLANES

Great Impression in Europe

The second American airplane to reach Moscow, has created a sensation in that city according to a cable just received here from Parker Vanzandt, co-pilot of the Ford tri-motored transport plane sent to the International Aircraft Show in Olympia Gardens, England, in June by the Ford Motor Company.

Following the exhibit in England, the plane was taken for a tour of all European countries by Le Roy Manning chief of operations of the Ford Air Lines and senior test pilot of the Stout Metal Airplane Company, the plane manufacturing division of the Ford Motor Company.

Cabling from Moscow on August 21, Mr. Vanzandt, the co-pilot, said the plane was the second American ship to be seen in that city, the first having been flown there by Colyer and Mears.

The plane is a model 5-AT, weighing 13,500 lb. gross and having a capacity of 14 passengers in addition to pilot and mechanic. It is powered with three Pratt and Whitney "Wasp" engines, delivering 1,240 horsepower.

The cable follows: "Ford making great impression throughout Europe, both because of remarkable performance and low cost as compared with European planes. General comment of transport pilots is marvellous. No European transport planes have similar manoeuvrability or climbing or two-engine performance."

Mr. Anders, director of Debolot, longest airline in world to Yakutsk, Mr. Sarans, chief of civil aviation, Mr. Malinowski, head of aviation society of three million members, Mr. Zvet K-jedinsky, chief pilot of Moscow-Baku airline, and 170 other leading Russian aviation officials have been given demonstration flights over Moscow. Big banquet given yesterday by vice-chairman of Supreme Economic Council and heads of aviation departments. Second American planes to visit Moscow. Colyer and Mears were first."

Of the passengers commenting afterwards on his experience, remarked on the amazing way the car made light of every obstacle, boulders and big stones "being flung aside like water at the prow of a ship."

The feat has caused the greatest interest all over China, General Shang Chen, Military Governor of the Province, being intensely attracted by what is undoubtedly an outstanding achievement, and a further brilliant testimony to what these vehicles can do.



As good as New

Let us renew the original beauty of your car with an expertly applied DUCO finish job. Then she'll look as good as new.

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Telephone C. 1219 & C. 6252.

CATERING FOR EVE

Women Influence The Purchase

It must be admitted that women influence the purchase of any commodity to an enormous extent—in fact it is stated that in America the fair sex is responsible for over 80 per cent. of the annual expenditure!

Our ingenious friends have not been slow to appreciate this fact which, in the motor-car world, is reflected by tasteful colour schemes and lavish interior decorations. Indeed, some manufacturers in the U.S.A. are reported to be employing women artists as experts in colour design.

There is no doubt that 1928 and '29 have been "colour years" in the motor world generally. Unassuming blues and reds have to a large extent given place to pale green, primrose and other shades dear to the feminine heart, whilst two-or-three-colour schemes are the rule rather than the exception!

Yet already there are signs that the pendulum is now swinging the other way. Some three months ago, for instance, the Singer people introduced an all-black "Junior" saloon, with maroon wire wheels and trimming, and this has proved to be one of the best sellers of the range. Is it that Adam likes dark tones and that he is at last asserting his rights? Or can it be that Eve, with the responsibility of her vote, is tending to develop a more sombre personality?

